

RAILWAY RETURNS
FOR
ENGLAND AND WALES,
SCOTLAND,
AND
IRELAND.
For the Year 1900.

Pursuant to the Act 34 & 35 Vict. cap. 78.

WITH SUMMARY TABLES FOR UNITED KINGDOM
From 1850 to 1900, &c.

Presented to both Houses of Parliament by Command of His Majesty.



LONDON:
PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE,
BY WILKIN AND SONS, LIMITED, FETTER LANE, E.C.

And to be purchased, either directly or through any Bookseller, from
EYRE AND SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and
42, ABINGDON STREET, WESTMINSTER, S.W.; or
OLIVER AND BOYD, EDINBURGH; or
E. PONSONBY, 114, GRAFTON STREET, DUBLIN.

1901.

CONTENTS.

SUMMARY TABLES:

	Page
(I).—FOR UNITED KINGDOM, from 1850 to 1900 - - - - -	v
(II).—FOR UNITED KINGDOM, Length of Line, Capital, Passengers conveyed, Gross and Net Receipts and Working Expenses, in each year from 1870 to 1900 - - - - -	vi
(III).—ALSO FOR ENGLAND and WALES, SCOTLAND, and IRELAND, giving full details for the year 1900:	
No. 1. Capital - - - - -	viii
No. 2. Traffic and Receipts - - - - -	viii
No. 3. Working Expenditure, Net Receipts, and Rolling Stock - - - - -	viii
(IV).—AMOUNT of ORDINARY, GUARANTEED, and PREFERENTIAL CAPITAL, classed according to the Rate per Cent. of Dividend Paid in each year from 1896 to 1900:	
No. 1. In England and Wales - - - - -	x
No. 2. In Scotland - - - - -	xii
No. 3. In Ireland - - - - -	xiv
No. 4. In the United Kingdom - - - - -	xvi
(V).—AMOUNT of LOANS and DEMENTURE STOCK, classed according to the Rate per Cent. of Interest at which borrowed, in each year from 1896 to 1900:	
No. 1. In England and Wales - - - - -	xviii
No. 2. In Scotland - - - - -	xviii
No. 3. In Ireland - - - - -	xx
No. 4. In the United Kingdom - - - - -	xx

GENERAL RETURNS FOR EACH RAILWAY COMPANY FOR 1900:

— No. 1.	AMOUNT OF AUTHORIZED and PAID UP CAPITAL (showing also nominal additions):	
	In England and Wales - - - - -	2
	In Scotland - - - - -	32
	In Ireland - - - - -	36
— No. 1A.	Length of Railways authorised under the Light Railways (Ireland) Act, 1889, the Railways (Ireland) Act, 1890, the Transfer of Railways (Ireland) Act, 1890, and the Railways (Ireland) Act, 1896; also the names of the Companies by which such lines are worked or are to be worked - - - - -	40
— No. 2.	NUMBER OF PASSENGERS, and QUANTITY OF GOODS Conveyed, and RECEIPTS therefrom:	
	In England and Wales - - - - -	48
	In Scotland - - - - -	60
	In Ireland - - - - -	62
— No. 2A.	NUMBER OF MILES OF SINGLE, DOUBLE, TRIPLE, and QUADRUPLE or more LINES of RAILS:	
	In England and Wales (for Principal Companies) - - - - -	56
	In Scotland - - - - -	60
	In Ireland - - - - -	64
— No. 3.	AMOUNT OF WORKING EXPENDITURE, and of NET RECEIPTS, and NUMBER OF EACH KIND OF ROLLING STOCK:	
	In England and Wales - - - - -	68
	In Scotland - - - - -	80
	In Ireland - - - - -	82

		STATEMENT OF THE RECEIPTS FROM EACH CLASS OF SEASON AND PERIODICAL TICKETS, including WORKMEN'S WEEKLY TICKETS with THIRD CLASS :	Page
Appendix	-	In England and Wales - - - - -	88
	-	In Scotland - - - - -	91
	-	In Ireland - - - - -	92
Annulgements, Abandonments, &c., which took place in the year 1900 - - - - -			93

COMMERCIAL, LABOUR, AND STATISTICAL DEPARTMENT,

BOARD OF TRADE,

Whitehall Gardens, July 1901.

A. E. BATEMAN.

Note.—In order to exhibit the Traffic of Season Ticket Passengers on a uniform Plan, the Companies are annually requested to divide the Number of Tickets issued for shorter periods than a Year by the number of week periods in a Year, and to return the result arrived at as the equivalent number of Annual Season Tickets issued. In all cases where Companies have adopted this suggestion the Numbers given are distinguished in the Return by a Note.

RAILWAY RETURNS FOR THE UNITED KINGDOM.

(I).—SUMMARY TABLE FROM 1850 TO 1900.

Year.	Length of Line open for Traffic.	Total Number of Passengers carried (exclusive of Season Ticket Holders).	Weight of Goods and Minerals Conveyed.	Total Capital Paid-up.†	Gross Receipts.	Working Expenses.	Net Receipts.	Percentage of Net Receipts to Total Paid-up Capital.	Percentage of Working Expenses to Gross Receipts.
	Miles.	No.	Tons.	£	£	£	£		
1850	6,621	75,884,422	*	260,270,743	13,364,620	*	—	—	—
1860	10,458	168,435,678	39,803,219	548,130,127	27,786,822	13,187,366	14,599,456	4.10	47
1870	15,537‡	336,545,397	*	829,908,073	43,978,545	21,735,325	22,243,220	4.41	48
1880	17,933	603,835,025	523,306,689	738,316,948	68,461,626	33,601,324	34,860,301	4.59	51
1890	19,569	687,213,031	567,284,454	915,528,565	99,555,774	54,787,937	44,767,837	4.92	53
1890	20,673	817,744,048	593,112,437	897,472,036	79,843,700	43,355,636	36,488,064	4.10	54
1900	21,174	929,770,906	594,230,000	1,065,110,252	85,922,799	47,878,697	38,044,102	3.50	55
1898	21,700	1,100,961,564	613,623,025	1,182,517,501	101,667,067	60,086,687	41,580,380	3.46	56
1900	21,832	1,162,276,056	624,829,615	1,178,901,896	104,801,688	64,743,629	40,058,059	3.43	62

* Cannot be given.

† Exclusive of "Miscellaneous" receipts, the amount of which is not available.

‡ Length of Line constructed.

§ Includes nominal additions to Capital on conversion, consolidation, or division of Stocks.

THE FOLLOWING STATEMENT SHOWS THE LENGTH OF LINE AT EACH GAUGE OPEN IN THE UNITED KINGDOM IN THE YEAR 1900.

Gauge.	Pl. in. 2 1½	Pl. in. 2 5	Pl. in. 2 6	Pl. in. 2 6½	Pl. in. 2 7	Pl. in. 2 7½	Pl. in. 2 8	Pl. in. 2 8½	Pl. in. 2 9	Pl. in. 2 9½	Pl. in. 3 0	Pl. in. 3 0½	Pl. in. 3 1	Pl. in. 3 1½	Pl. in. 3 2	Pl. in. 3 2½	Pl. in. 3 3	Pl. in. 3 3½	Pl. in. 3 4	Pl. in. 3 4½	Pl. in. 3 5	Pl. in. 3 5½	Pl. in. 3 6	Pl. in. 3 6½	Pl. in. 3 7	Pl. in. 3 7½	Pl. in. 3 8	Pl. in. 3 8½	Pl. in. 3 9	Pl. in. 3 9½	Pl. in. 4 0	Pl. in. 4 0½	Pl. in. 4 1	Pl. in. 4 1½	Pl. in. 4 2	Pl. in. 4 2½	Pl. in. 4 3	Pl. in. 4 3½	Pl. in. 4 4	Pl. in. 4 4½	Pl. in. 4 5	Pl. in. 4 5½	Pl. in. 4 6	Pl. in. 4 6½	Pl. in. 4 7	Pl. in. 4 7½	Pl. in. 4 8	Pl. in. 4 8½	Pl. in. 4 9	Pl. in. 4 9½	Pl. in. 5 0	Pl. in. 5 0½	Pl. in. 5 1	Pl. in. 5 1½	Pl. in. 5 2	Pl. in. 5 2½	Pl. in. 5 3	Pl. in. 5 3½	Pl. in. 5 4	Pl. in. 5 4½	Pl. in. 5 5	Pl. in. 5 5½	Pl. in. 5 6	Pl. in. 5 6½	Pl. in. 5 7	Pl. in. 5 7½	Pl. in. 5 8	Pl. in. 5 8½	Pl. in. 5 9	Pl. in. 5 9½	Pl. in. 6 0	Pl. in. 6 0½	Pl. in. 6 1	Pl. in. 6 1½	Pl. in. 6 2	Pl. in. 6 2½	Pl. in. 6 3	Pl. in. 6 3½	Pl. in. 6 4	Pl. in. 6 4½	Pl. in. 6 5	Pl. in. 6 5½	Pl. in. 6 6	Pl. in. 6 6½	Pl. in. 6 7	Pl. in. 6 7½	Pl. in. 6 8	Pl. in. 6 8½	Pl. in. 6 9	Pl. in. 6 9½	Pl. in. 7 0	Pl. in. 7 0½	Pl. in. 7 1	Pl. in. 7 1½	Pl. in. 7 2	Pl. in. 7 2½	Pl. in. 7 3	Pl. in. 7 3½	Pl. in. 7 4	Pl. in. 7 4½	Pl. in. 7 5	Pl. in. 7 5½	Pl. in. 7 6	Pl. in. 7 6½	Pl. in. 7 7	Pl. in. 7 7½	Pl. in. 7 8	Pl. in. 7 8½	Pl. in. 7 9	Pl. in. 7 9½	Pl. in. 8 0	Pl. in. 8 0½	Pl. in. 8 1	Pl. in. 8 1½	Pl. in. 8 2	Pl. in. 8 2½	Pl. in. 8 3	Pl. in. 8 3½	Pl. in. 8 4	Pl. in. 8 4½	Pl. in. 8 5	Pl. in. 8 5½	Pl. in. 8 6	Pl. in. 8 6½	Pl. in. 8 7	Pl. in. 8 7½	Pl. in. 8 8	Pl. in. 8 8½	Pl. in. 8 9	Pl. in. 8 9½	Pl. in. 9 0	Pl. in. 9 0½	Pl. in. 9 1	Pl. in. 9 1½	Pl. in. 9 2	Pl. in. 9 2½	Pl. in. 9 3	Pl. in. 9 3½	Pl. in. 9 4	Pl. in. 9 4½	Pl. in. 9 5	Pl. in. 9 5½	Pl. in. 9 6	Pl. in. 9 6½	Pl. in. 9 7	Pl. in. 9 7½	Pl. in. 9 8	Pl. in. 9 8½	Pl. in. 9 9	Pl. in. 9 9½	Pl. in. 10 0	Pl. in. 10 0½	Pl. in. 10 1	Pl. in. 10 1½	Pl. in. 10 2	Pl. in. 10 2½	Pl. in. 10 3	Pl. in. 10 3½	Pl. in. 10 4	Pl. in. 10 4½	Pl. in. 10 5	Pl. in. 10 5½	Pl. in. 10 6	Pl. in. 10 6½	Pl. in. 10 7	Pl. in. 10 7½	Pl. in. 10 8	Pl. in. 10 8½	Pl. in. 10 9	Pl. in. 10 9½	Pl. in. 11 0	Pl. in. 11 0½	Pl. in. 11 1	Pl. in. 11 1½	Pl. in. 11 2	Pl. in. 11 2½	Pl. in. 11 3	Pl. in. 11 3½	Pl. in. 11 4	Pl. in. 11 4½	Pl. in. 11 5	Pl. in. 11 5½	Pl. in. 11 6	Pl. in. 11 6½	Pl. in. 11 7	Pl. in. 11 7½	Pl. in. 11 8	Pl. in. 11 8½	Pl. in. 11 9	Pl. in. 11 9½	Pl. in. 12 0	Pl. in. 12 0½	Pl. in. 12 1	Pl. in. 12 1½	Pl. in. 12 2	Pl. in. 12 2½	Pl. in. 12 3	Pl. in. 12 3½	Pl. in. 12 4	Pl. in. 12 4½	Pl. in. 12 5	Pl. in. 12 5½	Pl. in. 12 6	Pl. in. 12 6½	Pl. in. 12 7	Pl. in. 12 7½	Pl. in. 12 8	Pl. in. 12 8½	Pl. in. 12 9	Pl. in. 12 9½	Pl. in. 13 0	Pl. in. 13 0½	Pl. in. 13 1	Pl. in. 13 1½	Pl. in. 13 2	Pl. in. 13 2½	Pl. in. 13 3	Pl. in. 13 3½	Pl. in. 13 4	Pl. in. 13 4½	Pl. in. 13 5	Pl. in. 13 5½	Pl. in. 13 6	Pl. in. 13 6½	Pl. in. 13 7	Pl. in. 13 7½	Pl. in. 13 8	Pl. in. 13 8½	Pl. in. 13 9	Pl. in. 13 9½	Pl. in. 14 0	Pl. in. 14 0½	Pl. in. 14 1	Pl. in. 14 1½	Pl. in. 14 2	Pl. in. 14 2½	Pl. in. 14 3	Pl. in. 14 3½	Pl. in. 14 4	Pl. in. 14 4½	Pl. in. 14 5	Pl. in. 14 5½	Pl. in. 14 6	Pl. in. 14 6½	Pl. in. 14 7	Pl. in. 14 7½	Pl. in. 14 8	Pl. in. 14 8½	Pl. in. 14 9	Pl. in. 14 9½	Pl. in. 15 0	Pl. in. 15 0½	Pl. in. 15 1	Pl. in. 15 1½	Pl. in. 15 2	Pl. in. 15 2½	Pl. in. 15 3	Pl. in. 15 3½	Pl. in. 15 4	Pl. in. 15 4½	Pl. in. 15 5	Pl. in. 15 5½	Pl. in. 15 6	Pl. in. 15 6½	Pl. in. 15 7	Pl. in. 15 7½	Pl. in. 15 8	Pl. in. 15 8½	Pl. in. 15 9	Pl. in. 15 9½	Pl. in. 16 0	Pl. in. 16 0½	Pl. in. 16 1	Pl. in. 16 1½	Pl. in. 16 2	Pl. in. 16 2½	Pl. in. 16 3	Pl. in. 16 3½	Pl. in. 16 4	Pl. in. 16 4½	Pl. in. 16 5	Pl. in. 16 5½	Pl. in. 16 6	Pl. in. 16 6½	Pl. in. 16 7	Pl. in. 16 7½	Pl. in. 16 8	Pl. in. 16 8½	Pl. in. 16 9	Pl. in. 16 9½	Pl. in. 17 0	Pl. in. 17 0½	Pl. in. 17 1	Pl. in. 17 1½	Pl. in. 17 2	Pl. in. 17 2½	Pl. in. 17 3	Pl. in. 17 3½	Pl. in. 17 4	Pl. in. 17 4½	Pl. in. 17 5	Pl. in. 17 5½	Pl. in. 17 6	Pl. in. 17 6½	Pl. in. 17 7	Pl. in. 17 7½	Pl. in. 17 8	Pl. in. 17 8½	Pl. in. 17 9	Pl. in. 17 9½	Pl. in. 18 0	Pl. in. 18 0½	Pl. in. 18 1	Pl. in. 18 1½	Pl. in. 18 2	Pl. in. 18 2½	Pl. in. 18 3	Pl. in. 18 3½	Pl. in. 18 4	Pl. in. 18 4½	Pl. in. 18 5	Pl. in. 18 5½	Pl. in. 18 6	Pl. in. 18 6½	Pl. in. 18 7	Pl. in. 18 7½	Pl. in. 18 8	Pl. in. 18 8½	Pl. in. 18 9	Pl. in. 18 9½	Pl. in. 19 0	Pl. in. 19 0½	Pl. in. 19 1	Pl. in. 19 1½	Pl. in. 19 2	Pl. in. 19 2½	Pl. in. 19 3	Pl. in. 19 3½	Pl. in. 19 4	Pl. in. 19 4½	Pl. in. 19 5	Pl. in. 19 5½	Pl. in. 19 6	Pl. in. 19 6½	Pl. in. 19 7	Pl. in. 19 7½	Pl. in. 19 8	Pl. in. 19 8½	Pl. in. 19 9	Pl. in. 19 9½	Pl. in. 20 0	Pl. in. 20 0½	Pl. in. 20 1	Pl. in. 20 1½	Pl. in. 20 2	Pl. in. 20 2½	Pl. in. 20 3	Pl. in. 20 3½	Pl. in. 20 4	Pl. in. 20 4½	Pl. in. 20 5	Pl. in. 20 5½	Pl. in. 20 6	Pl. in. 20 6½	Pl. in. 20 7	Pl. in. 20 7½	Pl. in. 20 8	Pl. in. 20 8½	Pl. in. 20 9	Pl. in. 20 9½	Pl. in. 21 0	Pl. in. 21 0½	Pl. in. 21 1	Pl. in. 21 1½	Pl. in. 21 2	Pl. in. 21 2½	Pl. in. 21 3	Pl. in. 21 3½	Pl. in. 21 4	Pl. in. 21 4½	Pl. in. 21 5	Pl. in. 21 5½	Pl. in. 21 6	Pl. in. 21 6½	Pl. in. 21 7	Pl. in. 21 7½	Pl. in. 21 8	Pl. in. 21 8½	Pl. in. 21 9	Pl. in. 21 9½	Pl. in. 22 0	Pl. in. 22 0½	Pl. in. 22 1	Pl. in. 22 1½	Pl. in. 22 2	Pl. in. 22 2½	Pl. in. 22 3	Pl. in. 22 3½	Pl. in. 22 4	Pl. in. 22 4½	Pl. in. 22 5	Pl. in. 22 5½	Pl. in. 22 6	Pl. in. 22 6½	Pl. in. 22 7	Pl. in. 22 7½	Pl. in. 22 8	Pl. in. 22 8½	Pl. in. 22 9	Pl. in. 22 9½	Pl. in. 23 0	Pl. in. 23 0½	Pl. in. 23 1	Pl. in. 23 1½	Pl. in. 23 2	Pl. in. 23 2½	Pl. in. 23 3	Pl. in. 23 3½	Pl. in. 23 4	Pl. in. 23 4½	Pl. in. 23 5	Pl. in. 23 5½	Pl. in. 23 6	Pl. in. 23 6½	Pl. in. 23 7	Pl. in. 23 7½	Pl. in. 23 8	Pl. in. 23 8½	Pl. in. 23 9	Pl. in. 23 9½	Pl. in. 24 0	Pl. in. 24 0½	Pl. in. 24 1	Pl. in. 24 1½	Pl. in. 24 2	Pl. in. 24 2½	Pl. in. 24 3	Pl. in. 24 3½	Pl. in. 24 4	Pl. in. 24 4½	Pl. in. 24 5	Pl. in. 24 5½	Pl. in. 24 6	Pl. in. 24 6½	Pl. in. 24 7	Pl. in. 24 7½	Pl. in. 24 8	Pl. in. 24 8½	Pl. in. 24 9	Pl. in. 24 9½	Pl. in. 25 0	Pl. in. 25 0½	Pl. in. 25 1	Pl. in. 25 1½	Pl. in. 25 2	Pl. in. 25 2½	Pl. in. 25 3	Pl. in. 25 3½	Pl. in. 25 4	Pl. in. 25 4½	Pl. in. 25 5	Pl. in. 25 5½	Pl. in. 25 6	Pl. in. 25 6½	Pl. in. 25 7	Pl. in. 25 7½	Pl. in. 25 8	Pl. in. 25 8½	Pl. in. 25 9	Pl. in. 25 9½	Pl. in. 26 0	Pl. in. 26 0½	Pl. in. 26 1	Pl. in. 26 1½	Pl. in. 26 2	Pl. in. 26 2½	Pl. in. 26 3	Pl. in. 26 3½	Pl. in. 26 4	Pl. in. 26 4½	Pl. in. 26 5	Pl. in. 26 5½	Pl. in. 26 6	Pl. in. 26 6½	Pl. in. 26 7	Pl. in. 26 7½	Pl. in. 26 8	Pl. in. 26 8½	Pl. in. 26 9	Pl. in. 26 9½	Pl. in. 27 0	Pl. in. 27 0½	Pl. in. 27 1	Pl. in. 27 1½	Pl. in. 27 2	Pl. in. 27 2½	Pl. in. 27 3	Pl. in. 27 3½	Pl. in. 27 4	Pl. in. 27 4½	Pl. in. 27 5	Pl. in. 27 5½	Pl. in. 27 6	Pl. in. 27 6½	Pl. in. 27 7	Pl. in. 27 7½	Pl. in. 27 8	Pl. in. 27 8½	Pl. in. 27 9	Pl. in. 27 9½	Pl. in. 28 0	Pl. in. 28 0½	Pl. in. 28 1	Pl. in. 28 1½	Pl. in. 28 2	Pl. in. 28 2½	Pl. in. 28 3	Pl. in. 28 3½	Pl. in. 28 4	Pl. in. 28 4½	Pl. in. 28 5	Pl. in. 28 5½	Pl. in. 28 6	Pl. in. 28 6½	Pl. in. 28 7	Pl. in. 28 7½	Pl. in. 28 8	Pl. in. 28 8½	Pl. in. 28 9	Pl. in. 28 9½	Pl. in. 29 0	Pl. in. 29 0½	Pl. in. 29 1	Pl. in. 29 1½	Pl. in. 29 2	Pl. in. 29 2½	Pl. in. 29 3	Pl. in. 29 3½	Pl. in. 29 4	Pl. in. 29 4½	Pl. in. 29 5	Pl. in. 29 5½	Pl. in. 29 6	Pl. in. 29 6½	Pl. in. 29 7	Pl. in. 29 7½	Pl. in. 29 8	Pl. in. 29 8½	Pl. in. 29 9	Pl. in. 29 9½	Pl. in. 30 0	Pl. in. 30 0½	Pl. in. 30 1	Pl. in. 30 1½	Pl. in. 30 2	Pl. in. 30 2½	Pl. in. 30 3	Pl. in. 30 3½	Pl. in. 30 4	Pl. in. 30 4½	Pl. in. 30 5	Pl. in. 30 5½	Pl. in. 30 6	Pl. in. 30 6½	Pl. in. 30 7	Pl. in. 30 7½	Pl. in. 30 8	Pl. in. 30 8½	Pl. in. 30 9	Pl. in. 30 9½	Pl. in. 31 0	Pl. in. 31 0½	Pl. in. 31 1	Pl. in. 31 1½	Pl. in. 31 2	Pl. in. 31 2½	Pl. in. 31 3	Pl. in. 31 3½	Pl. in. 31 4	Pl. in. 31 4½	Pl. in. 31 5	Pl. in. 31 5½	Pl. in. 31 6	Pl. in. 31 6½	Pl. in. 31 7	Pl. in. 31 7½	Pl. in. 31 8	Pl. in. 31 8½	Pl. in. 31 9	Pl. in. 31 9½	Pl. in. 32 0	Pl. in. 32 0½	Pl. in. 32 1	Pl. in. 32 1½	Pl. in. 32 2	Pl. in. 32 2½	Pl. in. 32 3	Pl. in. 32 3½	Pl. in. 32 4	Pl. in. 32 4½	Pl. in. 32 5	Pl. in. 32 5½	Pl. in. 32 6	Pl. in. 32 6½	Pl. in. 32 7	Pl. in. 32 7½	Pl. in. 32 8	Pl. in. 32 8½	Pl. in. 32 9	Pl. in. 32 9½	Pl. in. 33 0	Pl. in. 33 0½	Pl. in. 33 1	Pl. in. 33 1½	Pl. in. 33 2	Pl. in. 33 2½	Pl. in. 33 3	Pl. in. 33 3½	Pl. in. 33 4	Pl. in. 33 4½	Pl. in. 33 5	Pl. in. 33 5½	Pl. in. 33 6	Pl. in. 33 6½	Pl. in. 33 7	Pl. in. 33 7½	Pl. in. 33 8	Pl. in. 33 8½	Pl. in. 33 9	Pl. in. 33 9½	Pl. in. 34 0	Pl. in. 34 0½	Pl. in. 34 1	Pl. in. 34 1½	Pl. in. 34 2	Pl. in. 34 2½	Pl. in. 34 3	Pl. in. 34 3½	Pl. in. 34 4	Pl. in. 34 4½	Pl. in. 34 5	Pl. in. 34 5½	Pl. in. 34 6	Pl. in. 34 6½	Pl. in. 34 7	Pl. in. 34 7½	Pl. in. 34 8	Pl. in. 34 8½	Pl. in. 34 9	Pl. in. 34 9½	Pl. in. 35 0	Pl. in. 35 0½	Pl. in. 35 1	Pl. in. 35 1½	Pl. in. 35 2	Pl. in. 35 2½	Pl. in. 35 3	Pl. in. 35 3½	Pl. in. 35 4	Pl. in. 35 4½	Pl. in. 35 5	Pl. in. 35 5½	Pl. in. 35 6	Pl. in. 35 6½	Pl. in. 35 7	Pl. in. 35 7½	Pl. in. 35 8	Pl. in. 35 8½	Pl. in. 35 9	Pl. in. 35 9½	Pl. in. 36 0	Pl. in. 36 0½	Pl. in. 36 1	Pl. in. 36 1½	Pl. in. 36 2	Pl. in. 36 2½	Pl. in. 36 3	Pl. in. 36 3½	Pl. in. 36 4	Pl. in. 36 4½	Pl. in. 36 5	Pl. in. 36 5½	Pl. in. 36 6	Pl. in. 36 6½	Pl. in. 36 7	Pl. in. 36 7½	Pl. in. 36 8	Pl. in. 36 8½	Pl. in. 36 9	Pl. in. 36 9½	Pl. in. 37 0	Pl. in. 37 0½	Pl. in. 37 1	Pl. in. 37 1½	Pl. in. 37 2	Pl. in. 37 2½	Pl. in. 37 3	Pl. in. 37 3½	Pl. in. 37 4	Pl. in. 37 4½	Pl. in. 37 5	Pl. in. 37 5½	Pl. in. 37 6	Pl. in. 37 6½	Pl. in. 37 7	Pl. in. 37 7½	Pl. in. 37 8	Pl. in. 37 8½	Pl. in. 37 9	Pl. in. 37 9½	Pl. in. 38 0	Pl. in. 38 0½	Pl. in. 38 1	Pl. in. 38 1½	Pl. in. 38 2	Pl. in. 38 2½	Pl. in. 38 3	Pl. in. 38 3½	Pl. in. 38 4	Pl. in. 38 4½	Pl. in. 38 5	Pl. in. 38 5½	Pl. in. 38 6	Pl. in. 38 6½	Pl. in. 38 7	Pl. in. 38 7½	Pl. in. 38 8	Pl. in. 38 8½	Pl. in. 38 9	Pl. in. 38 9½	Pl. in. 39 0	Pl. in. 39 0½	Pl. in. 39 1	Pl. in. 39 1½	Pl. in. 39 2	Pl. in. 39 2½	Pl. in. 39 3	Pl. in. 39 3½	Pl. in. 39 4	Pl. in. 39
--------	--------------	-------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	---------------	--------------	------------

SUMMARY TABLE for UNITED
(II).—LENGTH OF LINE, CAPITAL, PASSENGERS CONVEYED.

YEAR.	LENGTH OF LINE OPEN FOR TRAFFIC AT THE END OF EACH YEAR.			CAPITAL AUTHORIZED.			CAPITAL PAID UP.					
	Double or more.	Single.	TOTAL.	By Shares and Stock.	By Loans and Debitors Stock.	TOTAL.	Ordinary.	Guaranteed.	Pre- ferential.	Loans.	Debitors Stock.	TOTAL.
	Miles.	Miles.	Miles.	£	£	£	£	£	£	£	£	£
1870	—	—	115,507	617,408,073	158,215,045	775,623,118	222,282,160	46,218,700	125,863,704	66,713,778	52,520,000	486,869,642
1871	6,300	7,000	13,300	611,408,305	160,207,601	771,615,906	222,282,160	46,218,700	125,863,704	66,713,778	52,520,000	486,869,642
1872	6,812	7,500	14,312	612,660,373	173,137,486	785,797,859	222,282,160	46,218,700	125,863,704	66,713,778	52,520,000	486,869,642
1873	6,867	7,500	14,367	617,703,750	173,759,393	791,463,143	222,282,160	46,218,700	125,863,704	66,713,778	52,520,000	486,869,642
1874	6,740	7,750	14,490	613,960,250	186,258,669	800,218,919	222,282,160	46,218,700	125,863,704	66,713,778	52,520,000	486,869,642
1875	6,809	7,750	14,559	619,900,023	187,379,678	807,279,701	222,282,160	46,218,700	125,863,704	66,713,778	52,520,000	486,869,642
1876	6,127	7,750	13,877	646,000,704	182,700,822	828,701,526	222,282,160	46,218,700	125,863,704	66,713,778	52,520,000	486,869,642
1877	6,235	7,645	13,880	650,600,466	187,407,602	838,008,068	222,282,160	46,218,700	125,863,704	66,713,778	52,520,000	486,869,642
1878	6,478	7,601	14,079	670,373,005	196,406,315	866,779,320	222,282,160	46,218,700	125,863,704	66,713,778	52,520,000	486,869,642
1879	6,871	8,025	14,896	682,638,448	205,368,180	888,006,628	222,282,160	46,218,700	125,863,704	66,713,778	52,520,000	486,869,642
1880	6,808	8,130	14,938	696,847,640	208,761,360	905,609,000	222,282,160	46,218,700	125,863,704	66,713,778	52,520,000	486,869,642
1881	6,979	8,260	15,239	617,600,661	212,388,773	830,000,434	222,282,160	46,218,700	125,863,704	66,713,778	52,520,000	486,869,642
1882	10,046	8,475	18,521	603,075,119	213,861,390	816,936,509	222,282,160	46,218,700	125,863,704	66,713,778	52,520,000	486,869,642
1883	10,206	8,576	18,782	671,600,467	226,393,374	897,993,841	222,282,160	46,218,700	125,863,704	66,713,778	52,520,000	486,869,642
1884	10,230	8,628	18,858	682,413,568	235,841,635	918,255,203	222,282,160	46,218,700	125,863,704	66,713,778	52,520,000	486,869,642
1885	10,408	8,762	19,170	686,634,644	241,801,355	928,436,000	222,282,160	46,218,700	125,863,704	66,713,778	52,520,000	486,869,642
1886	10,535	8,804	19,339	690,645,066	246,500,216	937,145,282	222,282,160	46,218,700	125,863,704	66,713,778	52,520,000	486,869,642
1887	10,595	8,964	19,559	703,010,000	248,238,968	951,248,968	222,282,160	46,218,700	125,863,704	66,713,778	52,520,000	486,869,642
1888	10,772	9,040	19,812	708,201,523	252,562,643	960,764,166	222,282,160	46,218,700	125,863,704	66,713,778	52,520,000	486,869,642
1889	10,950	9,096	20,046	703,270,000	257,507,154	960,777,154	222,282,160	46,218,700	125,863,704	66,713,778	52,520,000	486,869,642
1890	10,866	9,264	20,130	712,000,210	266,007,061	978,007,271	222,282,160	46,218,700	125,863,704	66,713,778	52,520,000	486,869,642
1891	11,080	9,250	20,330	717,775,076	270,791,526	988,566,602	222,282,160	46,218,700	125,863,704	66,713,778	52,520,000	486,869,642
1892	11,180	9,387	20,567	746,616,000	287,664,000	1,034,280,000	222,282,160	46,218,700	125,863,704	66,713,778	52,520,000	486,869,642
1893	11,272	9,574	20,846	754,704,500	290,794,547	1,045,499,047	222,282,160	46,218,700	125,863,704	66,713,778	52,520,000	486,869,642
1894	11,370	9,616	20,986	760,600,000	293,400,000	1,054,000,000	222,282,160	46,218,700	125,863,704	66,713,778	52,520,000	486,869,642
1895	11,426	9,796	21,222	766,000,000	297,700,000	1,063,700,000	222,282,160	46,218,700	125,863,704	66,713,778	52,520,000	486,869,642
1896	11,530	9,873	21,403	800,735,840	320,874,200	1,121,610,040	222,282,160	46,218,700	125,863,704	66,713,778	52,520,000	486,869,642
1897	11,730	9,708	21,438	807,284,000	321,795,120	1,129,079,120	222,282,160	46,218,700	125,863,704	66,713,778	52,520,000	486,869,642
1898	11,802	9,707	21,509	808,301,760	324,733,840	1,133,035,600	222,282,160	46,218,700	125,863,704	66,713,778	52,520,000	486,869,642
1899	11,877	9,709	21,586	808,000,716	325,700,224	1,133,700,940	222,282,160	46,218,700	125,863,704	66,713,778	52,520,000	486,869,642
1900	11,862	9,682	21,544	807,132,000	326,868,000	1,134,000,000	222,282,160	46,218,700	125,863,704	66,713,778	52,520,000	486,869,642

† Number of miles constructed.

‡ Including 17,000 Capitalized Receipts.

§ See also Table No. 3 A, pp. 68, 69, and 70.

|| There was a large number of losses on the capital of value companies from the consolidation of stocks.

** Including amount which may be raised by Ordinary Capital on Debitors Stock.

†† For length of line at each gauge see page v.

§§ Stock and Share Capital received.

KINGDOM in each Year from 1870 to 1900.

GROSS AND NET RECEIPTS, and WORKING EXPENSES.

YEARS of FISCAL YEAR commencing on 1st January of each Year.	GROSS RECEIPTS.										WORKING EXPENSES.		NET RECEIPTS.		TRADE.		
	FROM PASSENGERS TRAFFIC.		FROM GOODS TRAFFIC.		TOTAL FROM TRAFFIC.			MISCELLANEOUS.		TOTAL FROM ALL SOURCES.	TOTAL.		TOTAL.				
	Total.	Pro- portion to Total Re- ceipts.	Total.	Pro- portion to Total Re- ceipts.	Total.	Per Ton of Goods.	Per Ton of Pass- engers.	Rents, Tolls, Fares, &c.	Pro- portion to Total Re- ceipts.		Total.	Pro- portion to Total Ex- penses.	Total.	Pro- portion to Total Net Receipts.			
No.	£	Per Cent.	£	Per Cent.	£	£	£	£	Per Cent.	£	£	Per Cent.	£	Per Cent.			
1870	10,365,997	100	10,365,997	100	10,365,997	100	10,365,997	100	100	10,365,997	10,365,997	100	10,365,997	100	100		
1871	10,365,997	100	10,365,997	100	10,365,997	100	10,365,997	100	100	10,365,997	10,365,997	100	10,365,997	100	100		
1872	10,365,997	100	10,365,997	100	10,365,997	100	10,365,997	100	100	10,365,997	10,365,997	100	10,365,997	100	100		
1873	10,365,997	100	10,365,997	100	10,365,997	100	10,365,997	100	100	10,365,997	10,365,997	100	10,365,997	100	100		
1874	10,365,997	100	10,365,997	100	10,365,997	100	10,365,997	100	100	10,365,997	10,365,997	100	10,365,997	100	100		
1875	10,365,997	100	10,365,997	100	10,365,997	100	10,365,997	100	100	10,365,997	10,365,997	100	10,365,997	100	100		
1876	10,365,997	100	10,365,997	100	10,365,997	100	10,365,997	100	100	10,365,997	10,365,997	100	10,365,997	100	100		
1877	10,365,997	100	10,365,997	100	10,365,997	100	10,365,997	100	100	10,365,997	10,365,997	100	10,365,997	100	100		
1878	10,365,997	100	10,365,997	100	10,365,997	100	10,365,997	100	100	10,365,997	10,365,997	100	10,365,997	100	100		
1879	10,365,997	100	10,365,997	100	10,365,997	100	10,365,997	100	100	10,365,997	10,365,997	100	10,365,997	100	100		
1880	10,365,997	100	10,365,997	100	10,365,997	100	10,365,997	100	100	10,365,997	10,365,997	100	10,365,997	100	100		
1881	10,365,997	100	10,365,997	100	10,365,997	100	10,365,997	100	100	10,365,997	10,365,997	100	10,365,997	100	100		
1882	10,365,997	100	10,365,997	100	10,365,997	100	10,365,997	100	100	10,365,997	10,365,997	100	10,365,997	100	100		
1883	10,365,997	100	10,365,997	100	10,365,997	100	10,365,997	100	100	10,365,997	10,365,997	100	10,365,997	100	100		
1884	10,365,997	100	10,365,997	100	10,365,997	100	10,365,997	100	100	10,365,997	10,365,997	100	10,365,997	100	100		
1885	10,365,997	100	10,365,997	100	10,365,997	100	10,365,997	100	100	10,365,997	10,365,997	100	10,365,997	100	100		
1886	10,365,997	100	10,365,997	100	10,365,997	100	10,365,997	100	100	10,365,997	10,365,997	100	10,365,997	100	100		
1887	10,365,997	100	10,365,997	100	10,365,997	100	10,365,997	100	100	10,365,997	10,365,997	100	10,365,997	100	100		
1888	10,365,997	100	10,365,997	100	10,365,997	100	10,365,997	100	100	10,365,997	10,365,997	100	10,365,997	100	100		
1889	10,365,997	100	10,365,997	100	10,365,997	100	10,365,997	100	100	10,365,997	10,365,997	100	10,365,997	100	100		
1890	10,365,997	100	10,365,997	100	10,365,997	100	10,365,997	100	100	10,365,997	10,365,997	100	10,365,997	100	100		
1891	10,365,997	100	10,365,997	100	10,365,997	100	10,365,997	100	100	10,365,997	10,365,997	100	10,365,997	100	100		
1892	10,365,997	100	10,365,997	100	10,365,997	100	10,365,997	100	100	10,365,997	10,365,997	100	10,365,997	100	100		
1893	10,365,997	100	10,365,997	100	10,365,997	100	10,365,997	100	100	10,365,997	10,365,997	100	10,365,997	100	100		
1894	10,365,997	100	10,365,997	100	10,365,997	100	10,365,997	100	100	10,365,997	10,365,997	100	10,365,997	100	100		
1895	10,365,997	100	10,365,997	100	10,365,997	100	10,365,997	100	100	10,365,997	10,365,997	100	10,365,997	100	100		
1896	10,365,997	100	10,365,997	100	10,365,997	100	10,365,997	100	100	10,365,997	10,365,997	100	10,365,997	100	100		
1897	10,365,997	100	10,365,997	100	10,365,997	100	10,365,997	100	100	10,365,997	10,365,997	100	10,365,997	100	100		
1898	10,365,997	100	10,365,997	100	10,365,997	100	10,365,997	100	100	10,365,997	10,365,997	100	10,365,997	100	100		
1899	10,365,997	100	10,365,997	100	10,365,997	100	10,365,997	100	100	10,365,997	10,365,997	100	10,365,997	100	100		
1900	10,365,997	100	10,365,997	100	10,365,997	100	10,365,997	100	100	10,365,997	10,365,997	100	10,365,997	100	100		

* Including Receipts from Season Tickets, Carriages, Messes, &c., and Post Office Mail.

† The returns for the Great Western Railway Company were for eleven months only, the Company having changed the date to which its accounts were made up.

‡ Including 18,000 received by the South-Eastern Company from the London, Brighton, and South Coast Company.

(III).—SUMMARY TABLES for ENGLAND and

No. 1.—CAPITAL

	AUTHORISED CAPITAL.			PAID-UP STOCK.	
	By Shares and Bonds.	By Loans and Debenture Stock.	Total.	Ordinary.	Guaranteed.
	£	£	£	£	£
ENGLAND AND WALES	751,094,186	333,377,007	1,084,471,193	105,271,736	94,938,497
SCOTLAND	155,001,777	86,081,158	241,082,935	75,634,987	18,076,126
IRELAND	51,000,708	13,027,532	64,028,240	12,000,000	4,758,225
TOTAL UNITED KINGDOM	957,096,671	432,485,697	1,389,582,368	192,906,723	117,772,848

Note.—The figures in italics show the amounts by which the capitals of the various companies have been recently increased by

No. 2.—LENGTH OF LINE, TRAFFIC, GROSS RECEIPTS, &c.

	Length of Line in Miles open on 31st December 1900.			PASSENGER TRAFFIC.				GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.		
	Double or more.	Single.	Total.	Number of Passengers conveyed (exclusive of infants and Periodical Ticket-holders).			Miles of Train per Period Ticket.	Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	TOTAL.
				1st Class.	2nd Class.	3rd Class. (including Periodic Ticket-holders).						
ENGLAND AND WALES	15,148	1,693	16,841	27,666,000	57,107,607	306,326,715	60,425,700	7,715,764	206,803,860	106,684,742	143,561,723	250,146,505
SCOTLAND	5,436	9,000	14,436	5,109,094	—	112,000,419	175,801,125	30,569	47,075,707	21,579,774	21,589,566	69,665,341
IRELAND	695	1,537	2,232	1,076,146	3,007,653	22,000,107	27,848,814	94,368	1,112,479	8,007,354	10,484,005	18,491,369
TOTAL UNITED KINGDOM	21,279	2,630	23,909	33,851,240	60,115,260	540,327,241	1,104,075,639	7,840,401	254,982,039	136,271,670	175,635,294	421,906,675

* Including 403,000 miles run by mixed trains.

† Including 1,770,000 miles run by mixed trains.

‡ Including 1,000,700 miles run by mixed trains.

No. 3.—WORKING EXPENDITURE, NET RECEIPTS, AND ROLLING STOCK.

	WORKING EXPENDITURE									
	Length of Line in miles open on 31st December 1900.									
	Main-tenance of Way, Works, &c.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Waggon.	Traffic Expenses (Cooking and Merchandise).	General Charges.	Interest and Taxes.	Gravel used for Ballast.	Compensation to Employees under the Workmen's Compensation Act, 1900.	Compensation for Personal Injuries, &c.	Compensation for Damage and Loss of Goods.
ENGLAND AND WALES	£ 53,377	£ 9,079,652	£ 10,446,305	£ 4,695,651	£ 10,608,612	£ 2,007,487	£ 3,541,820	£ 509,013	£ 100,000	£ 144,000
SCOTLAND	£ 2,465	£ 365,087	£ 1,100,754	£ 58,540	£ 1,007,773	£ 85,700	£ 205,000	£ 19,728	£ 10,000	£ 34,700
IRELAND	£ 2,303	£ 470,914	£ 865,308	£ 119,745	£ 600,401	£ 216,703	£ 133,000	£ —	£ 2,727	£ 22,840
TOTAL UNITED KINGDOM	£ 58,145	£ 9,915,653	£ 12,352,367	£ 5,173,936	£ 12,616,786	£ 2,309,890	£ 3,879,820	£ 528,741	£ 112,727	£ 171,540

* The length of line given is in all cases exclusive of sidings.

WALES, SCOTLAND, and IRELAND in 1900.

No. 1.—CAPITAL.

AND SHARE CAPITAL.		CAPITAL RAISED BY LOANS AND DEBTENURE STOCK.			Total Paid up Capital including Loans and Debtenture Stock.	Reserve-funds to other Companies.
Preferred.	Total Paid up Share Capital.	Loans.	Debtenture Stock.	Total raised by Loans and Debtenture Stock.		
£	£	£	£	£	£	£
100,000,000 (100,000,000)	704,545,594 704,545,594	12,700,000 1,240	50,710,000 50,710,000	63,410,000 50,710,000	900,147,594 755,255,594	10,700,000 —
45,045,000 45,045,000	131,050,000 131,050,000	400,000 —	50,000,000 50,000,000	50,400,000 50,000,000	505,000,000 45,045,000	1,000,000 —
1,000,000 1,000,000	11,700,000 11,700,000	100,000 —	11,000,000 11,000,000	11,100,000 11,000,000	10,700,000 10,700,000	100,000 —
100,000,000 100,000,000	866,400,000 866,400,000	13,200,000 1,240	101,710,000 101,710,000	114,910,000 112,710,000	1,176,017,594 1,016,970,594	10,700,000 —

conversion, consolidation, or division of their stocks. These amounts are included in the figures given in Roman type.

No. 2.—LENGTH OF LINE, TRAFFIC, GROSS RECEIPTS, &c.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.							RECEIPTS (GROSS) FROM GOODS TRAFFIC.				Miscellaneous: Tolls, Navigation, Receipts, &c.	TOTAL GROSS RECEIPTS FROM ALL SOURCES OF TRAFFIC.
RESULTS FROM PASSENGERS.					Excess Locomotives, Freight, Carriages, Horses, Dogs, &c.	Total Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	Total Receipts from Goods Traffic.		
1st Class.	2nd Class.	3rd Class. (English-land Parly-mentary.)	Holders of Season or Periodical Tickets.	TOTAL 1st to 4th Class.								
£	£	£	£	£	£	£	£	£	£	£	£	
1,000,000	1,710,000	14,015,000	1,000,000	16,725,000	1,000,000	18,725,000	14,000,000	100,000	1,000,000	15,000,000	1,000,000	
100,000	—	1,000,000	100,000	1,200,000	100,000	1,300,000	1,000,000	100,000	1,000,000	2,000,000	100,000	
100,000	100,000	1,100,000	100,000	1,300,000	100,000	1,400,000	1,000,000	100,000	1,000,000	2,000,000	100,000	
1,000,000	1,810,000	15,015,000	1,100,000	17,925,000	1,100,000	19,025,000	15,000,000	100,000	1,000,000	16,000,000	1,000,000	

† The length of the line is in all cases exclusive of sidings.

No. 3.—WORKING EXPENDITURE, NET RECEIPTS, AND ROLLING STOCK.

WORKING EXPENDITURE.				TOTAL EXPENDITURE, as given in the Traffic Returns, No. 2.	NET EARNING.	Percentage Proportion of Expendi- ture as Total Receipts.	ROLLING STOCK on 31st December 1900.					
Loco- motive and Tender Expenses.	Material, Coal, and Lubricants Expenses.	Miscellaneous Working Expenses (not included in the foregoing).	TOTAL EXPENDITURE, as given in the Traffic Returns, No. 2.				CARRIAGES, WAGGONS, TENDERS, &c.					
							Loco- motives.	Carriages used for the Conveyance of Pass- engers only.	Other Vehicles attached to Pass- enger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Other Carriages or Waggons used on the Railway, not included in the preceding Columns.	TOTAL STOCK of all descripts exclusive of Locomo- tives.
£	£	£	£	£	£	%	%	%	%	%	%	
540,481	5,835,087	868,400	16,443,918	18,097,384	23,009,881	63	18,000	40,212	18,556	55,884	15,000	100,000
42,887	555,783	120,706	6,684,323	12,025,110	5,048,768	53	5,345	5,472	9,222	118,396	1,685	107,289
20,716	95,118	14,208	1,255,098	1,289,977	1,189,000	80	800	1,668	1,120	18,118	200	18,000
104,083	5,981,084	883,316	24,748,339	26,421,368	29,247,549	62	21,795	47,352	29,894	600,822	18,885	776,000

† Excludes of 10,000 specified by the North London Company for working other lines.

SCOTLAND, AND IRELAND, FOR THE YEARS 1896 to 1900.

classified according to the Rate per Cent. of Dividend paid in England and Wales, Scotland, in each Year from 1896 to 1900.

AND WALES.

AMOUNT OF STOCK AND SHARE CAPITAL.								RATE per CENT. OF DIVIDEND PAID.
GUARANTEED.			PREFERENTIAL.					
1896.	1899.	1900.	1896.	1897.	1898.	1899.	1900.	
£	£	£	£	£	£	£	£	(1). New Companies the Lines of which were in course of construction:—
—	—	—	65,100	94,000	64,800	71,500	601,675	No Dividend paid.
—	—	—	—	—	—	—	—	14 per Cent. paid.
—	—	—	—	—	—	—	—	2½ " "
330,000	213,300	—	—	—	—	100,000	—	3 " "
—	—	—	—	—	—	—	—	32 " "
100,000	100,000	100,000	112,110,877	**13,208,690	**112,604,533	114,794,046	128,219,638	(2). Constructed Lines:—
—	—	—	25,000	30,000	1,015,000	25,000	270,000	No Dividend paid.
221,180	224,180	243,680	905,600	1,735,857	990,947	2,974,973	2,178,718	Dividends paid.
18,403,917	18,920,251	19,475,083	5,612,928	20,133,824	77,627,383	81,930,904	82,445,329	Not exceeding 1 per Cent.
24,815,737	25,511,345	25,869,970	141,789,645	128,835,739	100,129,869	10,872,941	90,692,934	Exceeding 1 and not exceeding 2 per Cent.
26,283,422	26,367,946	26,367,946	44,143,710	44,367,963	43,684,498	42,628,212	39,220,000	" 2 and not exceeding 3 per Cent.
2,406,620	2,406,620	2,406,620	1,006,875	1,006,875	1,002,215	1,006,875	106,875	" 3 and not exceeding 4 per Cent.
3,000	—	2,000	—	—	—	—	—	" 4 and not exceeding 5 per Cent.
—	9,000	—	—	—	—	—	—	" 5 and not exceeding 6 per Cent.
—	—	—	9,750	—	—	—	—	" 6 and not exceeding 7 per Cent.
50,000	50,000	50,000	5,340	—	—	5,340	5,340	" 7 and not exceeding 8 per Cent.
—	—	—	—	5,340	—	—	—	" 8 and not exceeding 9 per Cent.
—	—	—	—	—	—	—	—	" 9 and not exceeding 10 per Cent.
—	—	—	—	—	—	—	—	" 10 per Cent.
94,145,206	94,622,442	94,920,497	202,592,966	269,728,104	226,420,047	242,309,010	250,687,631	Total Ordinary, Guaranteed, and Preferential Capital of Railways in ENGLAND AND WALES.

* Includes 24,000, on which dividend accrued from 1st January 1897, and 209,012, on which dividend accrued from 1st January 1899.
 ** Includes 608,452, on which dividend accrued from 1st January 1898; 220,693, on which dividend accrued from 1st January 1899; and 22,022, on which dividend does not accrue till 1904.
 † Includes 600,000, on which dividend accrued from 1st January 1899; and 22,022, on which dividend does not accrue till 1904.
 ‡ Includes 22,022, on which dividend does not accrue till 1904.
 § Includes 1,000,000, on which dividend accrued from 1st January 1901; 25,000, on which dividend accrued from 1st January 1902; and 22,022, on which dividend does not accrue till 1904.

(IV).—SUMMARY TABLES FOR ENGLAND AND WALES, SCOTLAND,

AMOUNT OF ORDINARY, GUARANTEED, and PREFERENTIAL STOCK and SHARE CAPITAL,
Ireland and the United Kingdom,

No. 2.—

RATE per CENT. of DIVIDEND PAID.	AMOUNT OF STOCK AND SHARE CAPITAL.						
	ORDINARY.						
	1895.	1897.	1898.	1899.	1900.	1895.	1897.
(1). New Companies the Lines of which were in course of construction:—	£	£	£	£	£	£	£
No Dividend paid	199,122	37,691	153,738	343,511	462,769	—	—
3 per Cent. paid	—	—	66,799	179,970	197,897	—	—
(2). Constructed Lines:—							
No Dividend paid	3,973,627	4,404,083	3,191,080	3,633,300	7,378,743	—	—
Dividends paid:							
Not exceeding 1 per cent.	997,837	139,314	4,337,692	13,707,477	21,239,833	—	—
Exceeding 1 and not exceeding 2 per Cent.	22,095,970	12,577,468	19,737,033	10,928,644	6,289,879	—	—
" 2 and not exceeding 3 per Cent.	27,155,381	27,076,133	29,994,978	31,163,869	27,127,538	144,872	—
" 3 and not exceeding 4 per Cent.	3,233,132	4,514,962	3,669,600	3,636,990	9,913,736	12,866,166	12,866,166
" 4 and not exceeding 5 per Cent.	6,370,722	296,390	6,303,555	6,343,715	573,830	64,000	64,000
" 5 and not exceeding 6 per Cent.	5,931,830	6,943,624	139,200	185,593	189,920	116,000	116,000
" 6 and not exceeding 7 per Cent.	140,886	140,330	140,890	140,890	140,890	—	—
" 7 and not exceeding 8 per Cent.	—	—	—	—	—	—	—
" 8 and not exceeding 9 per Cent.	—	—	—	—	—	—	—
" 9 and not exceeding 10 per Cent.	—	—	—	—	—	—	—
" 10 per Cent.	—	—	—	40,000	—	—	—
Total Ordinary, Guaranteed, and Preferential Capital of Railways in Scotland	49,941,517	65,943,995	68,738,361	70,803,032	73,654,587	15,028,079	15,076,196

AND IRELAND FOR THE YEARS 1896 TO 1900—continued.

classified according to the Rate per Cent. of Dividend paid in England and Wales, Scotland, in each Year from 1896 to 1900.

SCOTLAND.

SCOTLAND.

AMOUNT OF STOCK AND SHARE CAPITAL.								RATE per CENT. of DIVIDEND PAID.
GUARANTEED.			PREFERENTIAL.					
1896.	1899.	1900.	1896.	1897.	1898.	1899.	1900.	
£	£	£	£	£	£	£	£	(1). New Companies: the Lines of which were in course of construction:—
—	—	—	229,200	—	—	—	—	No Dividend paid.
—	—	—	—	—	—	—	—	3 per Cent. paid.
—	—	—	—	—	—	—	—	(2). Constructed Lines—
—	—	—	—	—	—	—	—	No Dividend paid.
—	—	—	—	5,000	—	3,500	3,500	Dividends paid:—
—	—	—	—	—	—	—	—	Not exceeding 1 per Cent.
—	—	—	5,000	—	3,500	—	—	{ Exceeding 1 and not exceeding 3 per Cent.
—	—	—	7,180,845	7,428,545	7,428,845	7,428,845	7,025,775	{ " 2 and not exceeding 3 per Cent.
12,896,198	12,896,198	12,896,198	24,714,480	26,530,121	26,591,325	26,396,444	26,330,007	{ " 3 and not exceeding 4 per Cent.
64,000	64,000	64,000	9,879,925	9,879,925	9,649,925	9,649,925	9,649,925	{ " 4 and not exceeding 5 per Cent.
116,000	116,000	116,000	638,969	638,989	638,800	638,969	638,969	{ " 5 and not exceeding 6 per Cent.
—	—	—	—	—	—	—	—	{ " 6 and not exceeding 7 per Cent.
—	—	—	—	—	—	—	—	{ " 7 and not exceeding 8 per Cent.
—	—	—	—	—	—	—	—	{ " 8 and not exceeding 9 per Cent.
—	—	—	—	—	—	—	—	{ " 9 and not exceeding 10 per Cent.
—	—	—	—	—	—	—	—	{ " 10 per Cent.
12,075,398	12,075,196	12,075,398	42,473,831	44,311,400	43,042,808	42,341,793	40,246,236	Total Ordinary, Guaranteed, and Preferential Capital of Railways in SCOTLAND.

(IV).—SUMMARY TABLES FOR ENGLAND AND WALES, SCOTLAND,

AMOUNT OF ORDINARY, GUARANTEED, and PREFERENTIAL STOCK and SHARE CAPITAL,
Ireland and the United Kingdom.

No. 3.—

RATE per CENT. OF DIVIDEND PAID.	AMOUNT OF STOCK AND SHARE CAPITAL.						
	ORDINARY.						
	1893.	1897.	1899.	1899.	1900.	1900.	1897.
(1). New Companies the Lines of which were in course of construction:—	£	£	£	£	£	£	£
No Dividend paid	25,000	25,000	25,000	25,000	26,250	—	—
(2). Constructed Lines:—							
No Dividend paid	2,528,392	2,502,778	2,921,175	2,069,283	2,592,828	—	—
Dividends paid:							
Not exceeding 1 per Cent.	700,180	674,674	51,684	119,374	291,634	—	—
Exceeding 1 and not exceeding 2 per Cent.	225,360	21,960	21,460	72,380	118,520	—	—
“ 2 and not exceeding 3 per Cent.	293,700	367,020	112,920	222,020	—	17,000	17,000
“ 3 and not exceeding 4 per Cent.	2,418,000	50,700	2,428,700	—	2,370,000	2,197,340	2,104,000
“ 4 and not exceeding 5 per Cent.	227,480	2,745,480	5,002,735	1,921,285	5,432,020	1,028,985	1,091,285
“ 5 and not exceeding 6 per Cent.	6,430,467	6,827,965	872,705	692,525	1,388,000	—	—
“ 6 and not exceeding 7 per Cent.	3,374,220	2,961,744	4,000,024	4,335,538	2,067,720	—	—
“ 7 and not exceeding 8 per Cent.	—	—	—	—	—	—	—
“ 8 and not exceeding 9 per Cent.	—	—	—	—	—	—	—
“ 9 and not exceeding 10 per Cent.	220,000	220,000	220,000	220,000	220,000	—	—
Total Ordinary, Guaranteed, and Preferential Capital of Railways in IRELAND	16,445,519	15,461,224	15,182,901	16,688,621	16,663,993	2,933,671	3,208,991

AND IRELAND, FOR THE YEARS 1896 to 1900—continued.

classified according to the Rate per Cent. of Dividend paid in England and Wales, Scotland, in each Year from 1896 to 1900.

IRELAND.

AMOUNT OF STOCK AND SHARE CAPITAL.								RATE per CENT. of DIVIDEND PAID.
GUARANTEED.			PREFERENTIAL.					
1895.	1896.	1900.	1896.	1897.	1898.	1899.	1900.	
£	£	£	£	£	£	£	£	(1). New Companies the Lines of which were in course of construction— No Dividend paid.
—	—	—	—	—	—	—	—	(2). Constructed Lines— No Dividend paid.
—	—	—	1502,510	630,510	630,510	630,510	1,902,510	Dividends paid: Not exceeding 1 per Cent.
—	—	—	—	—	—	—	—	{ Exceeding 1 and not exceed- ing 2 per Cent.
—	—	—	150,000	—	—	—	—	
17,000	17,000	15,000	770,000	265,225	315,125	100,000	630,510	{ " 2 and not exceed- ing 3 per Cent.
2,118,000	2,118,000	2,748,561	6,092,371	6,108,125	5,968,225	6,071,474	4,530,374	{ " 3 and not exceed- ing 4 per Cent.
1,002,135	1,002,515	902,515	714,504	1,011,591	1,392,961	1,302,961	700,000	{ " 4 and not exceed- ing 5 per Cent.
—	—	—	274,375	274,000	274,000	274,000	274,000	{ " 5 and not exceed- ing 6 per Cent.
—	—	—	—	—	—	—	—	{ " 6 and not exceed- ing 7 per Cent.
—	—	—	—	—	—	—	—	{ " 7 and not exceed- ing 8 per Cent.
—	—	—	—	—	—	—	—	{ " 8 and not exceed- ing 9 per Cent.
—	—	—	—	—	—	—	—	{ " 9 and not exceed- ing 10 per Cent.
3,156,164	3,157,621	4,738,376	8,320,947	8,392,975	8,621,157	8,483,310	6,200,235	Total Ordinary, Guaranteed, and Preferential Capital of Rail- ways in IRELAND.

† Including 40,000£. on which dividend accrued only as from 1st January 1907.

(IV).—SUMMARY TABLES FOR ENGLAND AND WALES, SCOTLAND,

AMOUNT OF ORDINARY, GUARANTEED, AND PREFERENTIAL STOCK AND SHARE CAPITAL,
Ireland and the United Kingdom.

No. 4.—

RATE per CENT. OF DIVIDEND PAID.	AMOUNT OF STOCK AND SHARE CAPITAL.						
	ORDINARY.						
	1896.	1897.	1898.	1899.	1900.	1896.	1897.
(1). New Companies the Shares of which were in course of construction:—							
No Dividend paid	1,819,793	653,945	550,794	820,022	1,125,739	—	—
1½ per Cent. paid	—	—	—	23,351	—	—	—
2½ „ „	—	—	18,300	—	—	—	—
3 „ „	1,767,468	2,251,607	2,572,964	4,159,340	1,472,384	—	—
3½ „ „	—	—	23,695	90,340	—	—	—
(2). Constructed Lines:—							
No Dividend paid	142,709,144	142,822,050	145,942,622	50,207,773	507,584,922	126,206	136,300
Dividends paid:							
Not exceeding 1 per Cent.	1,636,287	5,125,004	10,883,220	14,775,756	22,684,971	—	—
Exceeding 1 and not exceeding 2 per Cent.	23,365,898	19,557,264	29,809,933	28,003,457	12,222,734	301,183	165,186
„ 2 and not exceeding 3 per Cent.	28,402,115	91,947,689	93,964,362	78,851,915	135,897,895	1,723,872	1,573,000
„ 3 and not exceeding 4 per Cent.	32,660,867	86,664,511	210,118,325	68,883,533	41,368,592	61,123,276	61,669,328
„ 4 and not exceeding 5 per Cent.	39,666,454	17,437,527	27,165,830	23,393,918	41,432,844	37,344,892	37,414,927
„ 5 and not exceeding 6 per Cent.	96,726,724	68,742,432	27,421,274	58,731,474	16,909,464	2,764,820	2,762,980
„ 6 and not exceeding 7 per Cent.	48,318,772	47,631,923	48,018,321	47,326,457	85,023,324	—	9,060
„ 7 and not exceeding 8 per Cent.	42,149,847	42,253,898	42,325,509	45,196,458	2,140,000	—	—
„ 8 and not exceeding 9 per Cent.	—	283,900	563,370	1,049,965	288,060	—	—
„ 9 and not exceeding 10 per Cent.	1,618,184	799,118	368,690	1,062,420	1,048,136	50,000	50,000
„ 10 per Cent.	8,250	469,641	—	40,000	—	—	—
Total Ordinary, Guaranteed, and Preferential Capital of Railways in the UNITED KINGDOM	380,073,303	423,608,592	433,429,544	443,263,543	449,900,888	103,144,976	103,661,975

AND IRELAND, FOR THE YEARS 1896 TO 1900—continued.

classified according to the Rate per Cent. of Dividend Paid, in England and Wales, Scotland, in each Year from 1896 to 1900.

UNITED KINGDOM.

1

AMOUNT OF STOCK AND SHARE CAPITAL.

GUARANTEED.			PREFERENTIAL.					RATE per CENT. of DIVIDEND PAID.
1896.	1897.	1898.	1896.	1897.	1898.	1899.	1900.	
£	£	£	£	£	£	£	£	
—	—	—	261,115	94,850	64,890	71,800	661,077	(1) New Companies for Lines of which were in course of construction:— No Dividend paid.
—	—	—	—	—	—	—	—	1½ per Cent. paid.
—	—	—	—	—	—	—	—	2½ " "
100,000	912,300	—	—	—	—	100,000	—	3 " "
—	—	—	—	—	—	—	—	3½ " "
100,000	100,000	100,000	714,963,867	719,402,760	712,337,363	715,436,826	718,110,746	(2) Contracted Lines:— No Dividend paid.
—	—	—	25,000	28,500	1,013,000	38,380	278,580	Dividends paid:— Not exceeding 1 per Cent.
101,140	96,150	318,980	129,500	1,758,867	3,001,577	3,675,972	3,178,718	Exceeding 1 and not exceeding 2 per Cent.
18,471,077	18,612,252	10,400,252	12,013,900	31,328,094	34,811,103	36,671,480	60,496,034	" 2 and not exceeding 3 per Cent.
36,829,541	34,886,119	50,684,728	172,592,412	161,354,994	136,579,643	133,133,320	129,656,265	" 3 and not exceeding 4 per Cent.
37,435,067	37,464,762	37,394,760	54,637,233	54,906,147	54,267,264	53,571,908	49,680,341	" 4 and not exceeding 5 per Cent.
2,612,660	2,612,050	2,612,900	2,032,080	2,000,820	2,003,170	2,009,939	1,000,820	" 5 and not exceeding 6 per Cent.
2,000	—	2,000	—	—	—	—	—	" 6 and not exceeding 7 per Cent.
—	2,000	—	—	—	—	—	—	" 7 and not exceeding 8 per Cent.
—	—	—	8,730	—	—	—	—	" 8 and not exceeding 9 per Cent.
30,000	30,000	30,000	3,340	—	—	5,346	3,340	" 9 and not exceeding 10 per Cent.
—	—	—	—	3,360	—	—	—	" 10 per Cent.
104,370,265	103,370,601	112,634,071	253,899,564	263,373,640	266,913,869	267,664,023	304,823,372	Total Ordinary, Guaranteed, and Preferential Capital of Railways in the UNITED KINGDOM.

[See note, p. x.

† See notes, pp. x5 and xv.

‡ See note p. x2.

(V).—SUMMARY TABLES FOR ENGLAND AND WALES, SCOTLAND,

AMOUNT OF LOANS AND DEBENTURE STOCK, classed according to the Rate
Ireland and the United Kingdom.

No. 1.—

RATE per CENT. of INTEREST.	AMOUNT OF LOANS.				
	1896.	1897.	1898.	1899.	1900.
Not entitled to Interest	£ —	£ —	£ —	£ —	£ —
Rate of Interest : Not exceeding 1 per Cent.	—	—	—	—	—
Exceeding 1 and not exceeding 2 per Cent.	—	1,000	1,000	1,000	1,000
“ 2 and not exceeding 3 per Cent.	434,787	794,117	951,013	904,513	797,813
“ 3 and not exceeding 4 per Cent.	4,305,125	4,169,411	3,511,600	3,628,125	3,437,094
“ 4 and not exceeding 5 per Cent.	3,495,537	6,383,611	6,267,758	6,264,710	6,465,739
“ 5 and not exceeding 6 per Cent.	84,303	45,493	45,305	43,505	42,585
“ 6 and not exceeding 7 per Cent.	—	—	—	—	—
“ 7 and not exceeding 8 per Cent.	5,400	5,400	5,400	5,400	5,400
Total Loans and Debenture Stock of Railways in ENGLAND AND WALES	11,525,863	11,309,046	10,502,916	10,749,014	10,706,436

AMOUNT OF LOANS AND DEBENTURE STOCK, classed according to the Rate
Ireland and the United Kingdom.

No. 2.—

RATE per CENT. of INTEREST.	AMOUNT OF LOANS.				
	1896.	1897.	1898.	1899.	1900.
Not entitled to Interest	£ —	£ —	£ —	£ —	£ —
Rate of Interest : Not exceeding 1 per Cent.	—	—	—	—	—
Exceeding 1 and not exceeding 2 per Cent.	—	—	—	—	—
“ 2 and not exceeding 3 per Cent.	444,897	363,640	97,653	346,434	574,422
“ 3 and not exceeding 4 per Cent.	368,485	515,161	581,268	545,435	556,153
“ 4 and not exceeding 5 per Cent.	1,750	1,750	1,750	1,750	1,750
“ 5 and not exceeding 6 per Cent.	—	—	—	—	—
Total Loans and Debenture Stock of Railways in SCOTLAND	815,132	880,491	680,671	893,619	1,132,325

AND IRELAND, FOR THE YEARS 1896 TO 1900—continued.

per Cent. of Interest at which borrowed, in England and Wales, Scotland, in each Year from 1896 to 1900.

ENGLAND AND WALES.

AMOUNT OF DEBENTURE STOCK.					RATE per CENT. of INTEREST.
1896.	1897.	1898.	1899.	1900.	
£ 993,515	£ 1000,415	£ 107,843	£ 107,800	£ 107,843	Not entitled to Interest.
200,000	777,706	777,706	777,706	777,706	Rate of Interest: Not exceeding 1 per Cent.
—	—	—	29,071	—	Exceeding 1 and not exceeding 2 per Cent.
140,704,778	145,134,021	152,799,018*	154,908,936	157,570,536	" 2 and not exceeding 3 per Cent.
48,734,546	47,806,550	48,831,908	49,463,343	52,300,223	" 3 and not exceeding 4 per Cent.
42,558,300	42,973,473	41,733,979	41,796,859	43,133,351	" 4 and not exceeding 5 per Cent.
1,493,412	1,523,379	1,536,818	1,537,700	1,538,700	" 5 and not exceeding 6 per Cent.
—	—	—	—	—	" 6 and not exceeding 7 per Cent.
—	—	—	—	—	" 7 and not exceeding 8 per Cent.
254,590,508	257,660,692	266,095,845	268,304,251	254,701,062	(Total Loans and Debenture Stock of Railways in ENGLAND AND WALES.

* Including 280,126£, on which interest accrued only as from 1st January 1897.
† Including 56£, on which interest accrued only as from 1st January 1893.

per Cent. of Interest at which borrowed, in England and Wales, Scotland, in each Year from 1896 to 1900.

SCOTLAND.

AMOUNT OF DEBENTURE STOCK.					RATE per CENT. of INTEREST.
1896.	1897.	1898.	1899.	1900.	
£ —	£ —	£ —	£ —	£ —	Not entitled to Interest.
—	—	—	—	—	Rate of Interest: Not exceeding 1 per Cent.
—	—	—	—	—	Exceeding 1 and not exceeding 2 per Cent.
13,621,403	13,905,494	13,218,601	13,523,305	14,386,443	" 2 and not exceeding 3 per Cent.
11,743,564	10,779,927	16,925,685	17,382,597	18,036,232	" 3 and not exceeding 4 per Cent.
390,005	390,005	390,005	390,005	390,005	" 4 and not exceeding 5 per Cent.
—	—	—	—	—	" 5 and not exceeding 6 per Cent.
30,667,992	25,075,426	30,534,287	31,295,907	32,812,720	(Total Loans and Debenture Stock of Railways in SCOTLAND.

(V).—SUMMARY TABLES FOR ENGLAND AND WALES.

AMOUNT of LOANS and DEBENTURE STOCK, classed according to the Rate per Cent. of Interest at which

No. 3.—

RATE per CENT. of INTEREST.	AMOUNT OF LOANS				
	1891.	1897.	1898.	1899.	1900.
Not entitled to Interest	£ 300	£ 300	£ 300	£ 300	£ 300
Rate of Interest :					
Not exceeding 1 per Cent.	—	—	—	—	—
Exceeding 1 and not exceeding 2 per Cent.	—	—	—	—	—
“ 2 and not exceeding 3 per Cent.	2,360	—	—	—	—
“ 3 and not exceeding 4 per Cent.	322,023	395,018	318,770	313,770	309,036
“ 4 and not exceeding 5 per Cent.	123,083	116,948	92,488	93,483	69,137
“ 5 and not exceeding 6 per Cent.	15,806	15,806	15,800	15,800	15,800
Total Loans and Debenture Stock of Railways in IRELAND	723,564	527,364	379,394	380,136	374,933

AMOUNT of LOANS and DEBENTURE STOCK, classed according to the Rate per Cent. of Interest at which

No. 4.—

RATE per CENT. of INTEREST.	AMOUNT OF LOANS				
	1895.	1897.	1898.	1899.	1900.
Not entitled to Interest	£ 300	£ 300	£ 300	£ 300	£ 300
Rate of Interest :					
Not exceeding 1 per Cent.	—	—	—	—	—
Exceeding 1 and not exceeding 2 per Cent.	—	1,636	1,660	1,666	1,666
“ 2 and not exceeding 3 per Cent.	889,064	1,197,767	1,048,633	1,061,011	1,032,345
“ 3 and not exceeding 4 per Cent.	5,455,228	4,779,330	4,123,754	3,062,564	3,090,893
“ 4 and not exceeding 5 per Cent.	4,620,860	5,591,807	6,342,994	6,594,949	6,516,694
“ 5 and not exceeding 6 per Cent.	100,420	61,293	63,193	19,523	53,383
“ 6 and not exceeding 7 per Cent.	—	—	—	—	—
“ 7 and not exceeding 8 per Cent.	5,400	5,400	5,400	5,400	5,400
Total Loans and Debenture Stock of Railways in the UNITED KINGDOM	15,064,595	15,807,533	11,592,963	11,567,073	11,510,683

SCOTLAND, AND IRELAND, FOR THE YEARS 1896 TO 1900—continued.

borrowed, in England and Wales, Scotland, Ireland and the United Kingdom, in each Year from 1896 to 1900.

IRELAND.

AMOUNT OF DEBTURE STOCK.					RATE per CENT. of INTEREST.
1896.	1897.	1898.	1899.	1900.	
£	£	£	£	£	Not entitled to Interest.
—	—	67,800	67,800	67,800	
—	—	—	—	—	Rate of Interest:
—	—	—	—	—	Not exceeding 1 per Cent.
—	—	78,981	—	—	Exceeding 1 and not exceeding 2 per Cent.
729,607	581,806	581,806	661,237	146,099	2 and not exceeding 3 per Cent.
8,263,289	8,263,170	8,338,066	8,738,173	9,431,680	3 and not exceeding 4 per Cent.
1,964,256	1,954,306	1,935,968	1,964,636	1,663,726	4 and not exceeding 5 per Cent.
—	—	—	—	—	5 and not exceeding 6 per Cent.
16,979,373	10,900,992	11,261,819	11,461,866	11,434,144	(Total Loans and Debture Stock of Railways in IRELAND.)

borrowed, in England and Wales, Scotland, Ireland and the United Kingdom, in each Year from 1896 to 1900.

UNITED KINGDOM.

AMOUNT OF DEBTURE STOCK.					RATE per CENT. of INTEREST.
1896.	1897.	1898.	1899.	1900.	
£	£	£	£	£	Not entitled to Interest.
970,515*	889,465*	458,165	430,165	435,345	
200,000	777,765	777,765	777,765	777,765	Rate of Interest:
—	—	—	—	—	Not exceeding 1 per Cent.
—	—	78,981	99,071	—	Exceeding 1 and not exceeding 2 per Cent.
154,244,768	129,237,068	106,948,662	109,164,536	178,000,041	2 and not exceeding 3 per Cent.
79,735,634	72,974,667	74,396,488	78,364,403	79,734,903	3 and not exceeding 4 per Cent.
44,900,589	64,437,770	44,868,071	44,163,638	44,611,000	4 and not exceeding 5 per Cent.
1,460,418	1,323,579	1,338,318	1,537,783	1,338,735	5 and not exceeding 6 per Cent.
—	—	—	—	—	6 and not exceeding 7 per Cent.
—	—	—	—	—	7 and not exceeding 8 per Cent.
376,160,121	279,821,945	288,162,471	260,892,371	299,622,576	(Total Loans and Debture Stock of Railways in the UNITED KINGDOM.)

* See note, page xiv.

RAILWAY RETURNS.—1900.

No. 1.—CAPITAL, &c.

RETURN of the authorised SHARE and LOAN CAPITAL of the several RAILWAY COMPANIES in ENGLAND and WALES, SCOTLAND, and IRELAND, and of their PAID-UP ORDINARY, GUARANTEED, and PREFERENTIAL CAPITAL, and DEBENTURE STOCK or FUNDED DEBT, on the 31st day of December 1900, specifying the rate per cent. of the Dividends for the year 1900 on each of the said Capitals; showing also the Loans outstanding on the 31st day of December 1900, classified according to the several rates per cent. of Interest; and the Capital subscribed to other undertakings, whether such undertakings are on lease to, or worked by, the subscribing Company, or are independent.

NOTE.—The figures in *Italics* on pages 2 to 45 show the amounts by which the Capitals of the Railway Companies have been nominally increased by the conversion, consolidation, and division of their Stocks. In certain cases the consolidation has resulted in a nominal decrease, and the amounts by which the Capitals were so decreased have been specially noted. The amounts of Capital printed in Roman type include the nominal additions and show the sums receiving the rates of dividend stated against them.

No. 1.—AMOUNT of CAPITAL, &c., upon the

NOTE.—The figures in italics show the amounts by which the Capitals of the various Companies exceed the amounts in, in all cases, included

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
<i>Aberdeen</i>	<i>Licensed to the Taff Vale.</i>							
<i>Aldington</i>	<i>Licensed to the Great Western.</i>							
Alexandria (Newport and South Wales) Docks and Railway.	1,000,000	600,000	2,100,000	100,000 ⁰ 380,000 ⁰	NIL NIL	—	—	—
Amminster and Lyne Regis Light	50,000	10,000	60,000	28,500	3	—	—	—
Baker Street and Waterloo	2,385,000	794,000	3,179,000	184,000	NIL	—	—	—
Bain and Festiniog	3,740,000	1,404,000	5,144,000	724,978 ⁰ 257,082 ⁰ 257,082 ⁰	6 4 2	—	—	—
Barry				787,000	—	—	—	—
<i>Worked by the Barry</i> } Vale of Glamorgan	578,000	181,000	759,000	400,000	3½	—	—	—
Bethhill and Retherfield	1,200,000	400,000	1,600,000	—	—	—	—	—
Bosley Heath	Undertaking vested in the South-Eastern under Act 63 & 64 Vict. c. 83.							
Bildeston and Cleveley	70,000	20,000	100,000	—	—	—	—	—
Bildeston, Westward Ho! and Appledore	50,000	10,000	60,000	30,100	NIL	—	—	—
Birkenhead (vested jointly in the Great Western and London and North-Western)	2,550,000	—	2,550,000	1,941,598 ⁰ 134,381 ⁰	4 NIL	—	—	—
Birmingham and Hanley-in-Arden	Amalgamated with the Great Western under Act 63 & 64 Vict. c. 160.							
Birmingham, North Warwickshire, and Stratford-upon-Avon	Powers transferred to the Great Western Company under Act 63 & 64 Vict. c. 160.							
Bishop's Cleeve	This line is in the hands of a Receiver, and no returns of capital are available.							
Bishop's Waltham Light	40,000	10,000	60,000	—	—	—	—	—
Blackpool and Fleetwood Tramroad	180,000	60,000	240,000	120,000	6½	—	—	—
Boscombe Valley Light	60,000	20,000	80,000	—	—	—	—	—
Bournemouth and Mersey Tyldesley Junction	1,220,000	90,000	3,170,000	254,500	NIL	—	—	—
Bridgewater	130,000	40,000	180,000	70,000	2½	—	—	—
Bridlington and North Frodingham Light	40,000	10,000	60,000	—	—	—	—	—
Bridport	<i>Licensed to the Great Western.</i>							
Brighton and Dyle	<i>Worked by the London, Brighton, and South Coast.</i>							
Brighton and Rottingdean Seashore Electric (Tramroad)	20,000	5,000	35,000	20,000	NIL	—	—	—
Bristol Corporation (in respect of railways authorised under the Bristol Dock Act, 1897).	—	104,400	104,400	—	—	—	—	—
Brompton and Piccadilly Circus	1,000,000	330,000	1,330,000	4,200	NIL	—	—	—
Brynmawr and Western Valleys	30,000	10,000	60,000	—	—	—	—	—
Buckley	<i>Worked by the Wrexham, Mold, and Connah's Quay.</i>							
Buckingham Palace	<i>Licensed to the London and South-Western.</i>							
Bury Port and Gwenthead Valley	30,000	140,000	180,000	10,000	3½	—	—	—
				171,000 ⁰	—	—	—	—

1st December 1900.—ENGLAND AND WALES.

have been nominally increased by conversion, consolidation, or division of their stocks.
in the figures given in Roman type.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					Total paid-up CAPITAL including Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preference.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
Amount.	Preferred Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
513,000	4½	4½	1,620,000	—	—	417,144	4	417,144	1,837,144	—	*The Company also paid 7,872l. for Royalties. †Preferred Ordinary Stock. ‡Deferred Ordinary Stock. §Railway authorised under the Light Railways Act, 1896.
300,000	4½	4½	—	—	—	—	—	—	232,500	—	
502,205	4½	4½	232,500	—	—	—	—	—	—	—	
—	—	—	98,382	—	—	—	—	—	28,752	—	*Unconverted Ordinary Stock. †Preferred Converted Ordinary Stock. ‡Deferred Converted Ordinary Stock. §Reserved for conversion of exchanges.
601,977	4	NIL	786,066	—	—	—	—	—	786,066	—	
1,080,000	4	4	3,077,002	23,767½	3	1,210,681	3	1,333,766	5,211,700	—	
308,700	5	5	—	—	—	—	—	—	—	—	*Unconverted Ordinary Stock. †Preferred Converted Ordinary Stock. ‡Deferred Converted Ordinary Stock. §Reserved for conversion of exchanges.
60,000	4	4	577,082	5,840	3	238,082	3	206,000	1,027,082	—	
—	—	—	—	—	—	—	—	—	—	—	
—	—	—	403,000	—	—	185,000	3	127,000	532,000	—	*Unconverted Ordinary Stock. †Preferred Converted Ordinary Stock. ‡Deferred Converted Ordinary Stock. §Reserved for conversion of exchanges.
—	—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	—	
—	—	—	86,510	—	—	7,800	4	7,800	44,310	—	*Unconverted Ordinary Stock. †Preferred Converted Ordinary Stock. ‡Deferred Converted Ordinary Stock. §Reserved for conversion of exchanges.
474,178	4½	4½	2,550,000	—	—	—	—	—	2,580,000	—	
—	—	—	—	—	—	—	—	—	—	—	
—	—	—	190,000	40,000	5	—	—	40,000	190,000	—	*Unconverted Ordinary Stock. †Preferred Converted Ordinary Stock. ‡Deferred Converted Ordinary Stock. §Reserved for conversion of exchanges.
—	—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	—	
46,500*	5	5	1,117,828	14,072½	5	576,770	4	390,345	2,008,083	—	*Unconverted Ordinary Stock. †Preferred Converted Ordinary Stock. ‡Deferred Converted Ordinary Stock. §Reserved for conversion of exchanges.
806,978	5	NIL	—	—	—	46,122	—	46,122	46,122	—	
—	—	—	—	—	—	—	—	—	—	—	
91,000	4½	4½	135,000	—	—	45,000	4	45,000	180,000	—	*Unconverted Ordinary Stock. †Preferred Converted Ordinary Stock. ‡Deferred Converted Ordinary Stock. §Reserved for conversion of exchanges.
—	—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	—	
4,340	6	NIL	24,840	5,000	6	—	—	5,000	30,340	—	*Unconverted Ordinary Stock. †Preferred Converted Ordinary Stock. ‡Deferred Converted Ordinary Stock. §Reserved for conversion of exchanges.
—	—	—	—	—	—	150,000	3½	150,000	150,000	—	
—	—	—	4,300	—	—	—	—	—	4,300	—	
—	—	—	—	—	—	—	—	—	—	—	*Unconverted Ordinary Stock. †Preferred Converted Ordinary Stock. ‡Deferred Converted Ordinary Stock. §Reserved for conversion of exchanges.
—	—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	—	
33,000	5	5	40,730	80,000	4	92,688	4	123,833	183,833	—	*Unconverted Ordinary Stock. †Preferred Converted Ordinary Stock. ‡Deferred Converted Ordinary Stock. §Reserved for conversion of exchanges.
30,7,000*	—	—	233,800†	—	—	—	—	—	233,800	—	
—	—	—	—	—	—	—	—	—	—	—	

No. 1.—AMOUNT of CAPITAL, &c., upon the

NOTE.—The figures in italics show the amounts by which the Capitals of the various Companies exceed the amounts shown in the preceding column. These amounts are, in all cases, inclusive of the amounts shown in the preceding column.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Callington Light	100,000	33,333	133,333	—	—	—	—	—
Cambrian	2,664,757	3,664,096*	6,668,833	948,858	NH	—	—	—
Worked by the Cardiff & Merthyr Ry. Co. Ltd.	812,400	315,706	1,128,106	404,040	NH	—	—	—
Cardiff	30,000	4,668	25,332	20,000	NH	—	—	—
Cardiff & Merthyr Ry. Co. Ltd.	220,000	74,668	304,668	150,000	2½	—	—	—
Carmarthen and Swansea	80,000	28,000	108,000	70,000	NH	—	—	—
Cardiff	4,912,100	2,380,000	7,292,100	1,400,000	3	—	—	—
Ceredigion, Wiltshire, and Salford Light	Underwriting vested in the North-Eastern under Act 63 & 64 Vict. c. 163.							
Central London (Opened for public traffic on 30th June 1900.)	2,620,000	876,000	3,496,000	1,660,800*	2½	—	—	—
				440,100†	4 ½			
				440,100†	1 ½			
Charing Cross, Euston, and Hammersmith Chambers Road	1,774,000	392,000	2,166,000	902	NH	—	—	—
Chasler, Limited	250,000	145,000	395,000	40,000	NH	—	—	—
Cheshire Lines Committee (Incorporated by The Cheshire Lines Act, 1867.)	These lines are the joint property of the "Great Central," Great Northern, and							
Worked by the Cheshire Lines Committee.	Southport and Cheshire Lines Extension.	385,000	300,000	385,000	NH	—	—	—
				25,000	2½			
City and Brixton	900,000	300,000	1,200,000	—	—	—	—	—
City and South London	1,080,000	538,000	2,168,000	825,000	1½	—	—	—
				461,200	3½			
Clontarf and Warrington Junction	517,200	172,400	689,600	215,000	2½	—	—	—
Cockermouth, Keswick, and Penrith	252,000	150,000	402,000	255,000	5½	—	—	—
Coggeshall Light	18,000	6,000	24,000	—	—	—	—	—
Colne Valley and Holstead	86,700	482,185	518,885	61,200	NH	—	—	—
Corringham Light	9,000	3,000	12,000	9,000	3	—	—	—
Cornwall	15,000	5,000	20,000	15,000	6	—	—	—
Cranbrook and Paddock Wood (Light)	Underwriting vested in the South-Eastern under Act 63 & 64 Vict. c. 83.							
Crowtham, Salford, and Redhill	208,000	98,626	306,626	272,000	3*	—	—	—
Crowtham and District Light	45,000	15,000	60,000	1,000	NH	—	—	—
Croydon and Orford Joint Committee	Lines owned jointly by the "London, Brighton, and South Coast" and "South-Eastern"							
Deer Valley	900,000	200,000	800,000	55,000	NH	—	—	—
Deer and Somerset	Worked by the Great Western.							
Dilnot and Wallington Light	105,000	25,000	140,000	—	—	—	—	—

31st December 1900.—ENGLAND AND WALES—continued.

have been nominally increased by conversion, consolidation, or division of their stocks in the figures given in Roman type.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBTURE STOCK.					TOTAL PAID-UP CAPITAL, including Loans and Debenture Stock.	STOCKS ISSUED TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
Amount.	Percentage of Profit.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
—	—	—	—	—	—	—	—	—	—	—	{ Railway authorised under the Light Railways Act, 1896.
1,551,547	4	NIL	2,555,475	47,000	4	3,499,254	4	2,516,263	3,921,737	—	{ *Exclusive of 82,292 authorised to be raised by Board of Trade Certificates.
129,757	4	NIL	129,757	—	—	351,449	4	351,449	351,205	—	{ †Capitalised value of Land Revenues.
266,000	5	NIL	566,040	—	—	32,307	4	315,706	1,122,346	—	
95,000	5	NIL	—	—	—	263,434	4½	—	—	—	
172,000	5	NIL	20,000	1,600	1½	3,000	3	4,600	24,600	—	
—	—	—	20,000	—	—	55,900	4	59,000	288,600	—	
—	—	—	70,000	20,100	4	—	—	20,100	20,600	—	
1,000,000	4	4	2,800,000	—	—	1,533,300	3	1,533,300	4,433,300	—	{ *Preferred Ordinary Stock.
—	—	—	—	—	—	355,557	3	355,557	355,557	—	
—	—	—	2,800,000	—	—	—	—	—	2,800,000	—	{ *Undivided Shares.
—	—	—	—	—	—	—	—	—	—	—	{ †Preferred half shares.
—	—	—	—	—	—	—	—	—	—	—	{ ‡Deferred half shares.
—	—	—	—	—	—	—	—	—	—	—	{ §Dividends paid at the rate stated per cent. per annum for five months.
—	—	—	992	—	—	—	—	—	992	—	
19,338	4	NIL	59,876	4,800	5	20,000	4	127,681	127,807	—	
—	—	—	—	—	—	42,550	5	—	—	—	
—	—	—	—	—	—	58,281	6	—	—	—	
*Midland Railway Companies; the Capital is included in the Returns of those Companies.											
55,000	3½	NIL	363,000	—	—	194,400	3	198,400	561,400	—	
—	—	—	15,000	—	—	—	—	—	15,000	—	
—	—	—	—	—	—	—	—	—	—	—	
333,000	5	5	1,094,750	—	—	413,913	4	413,913	2,086,425	—	{ *Interest paid out of Capital.
167,700	4	4	438,750	2,400	3½	136,000	3½	138,400	592,110	—	
75,000	4½	4½	—	—	—	—	—	—	—	—	
28,000	5	5	304,000	—	—	90,132	4	90,132	468,132	—	{ Railway authorised under the Light Railways Act, 1896.
—	—	—	—	—	—	—	—	—	—	—	{ *Capitalised value of Land Revenues.
25,300	5	NIL	86,700	750*	4	30,000	5	430,041	516,831	—	{ Railway authorised under the Light Railways Act, 1896.
—	—	—	—	1,920*	5	327,345	NIL	—	—	—	{ *Interest paid out of Capital.
—	—	—	9,000	—	—	1,005	3	1,005	16,005	—	{ Railway authorised under the Light Railways Act, 1896.
—	—	—	15,000	—	—	5,000	5	5,000	20,000	—	
—	—	—	272,000	—	—	75,000	3	75,000	347,000	—	{ *Interest paid out of Capital.
—	—	—	1,000	—	—	—	—	—	1,000	—	{ Railway authorised under the Light Railways Act, 1896.
Railway Companies; the Capital is included in the Returns of those Companies.											
—	—	—	—	—	—	—	—	—	55,600	—	
—	—	—	50,000	—	—	—	—	—	—	—	{ Railway authorised under the Light Railways Act, 1896.

No. 1.—AMOUNT OF CAPITAL, &c., upon the

NOTE.—The figures in italics show the amounts by which the Capitals of the various Companies These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORIZED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend Paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Didcot, Newbury, and Southampton	947,700	465,900	1,413,600	504,820	Nil	—	—	—
Dover and Deal Committee	The line is the joint property of the "London, Chatham, and Dover" and "South							
Dorset	The railways are the property of Messrs. Goss, Keen and Company, Limited.							
Dorset Extension								
Ealing and North Harrow	Undertaking vested in the Metropolitan District under Act 68 & 64 Vict. c. 233.							
Easingwell	18,500	4,500	18,000	11,794	3	—	—	—
East and West Junction	300,000	668,088	968,088	300,000	Nil	—	—	—
Exeter, Bidditch, and Stratford-upon-Avon Junction.	90,000	50,000	140,000	45,000	Nil	—	—	—
Stratford-upon-Avon, Worcester, and Midland Junction.	193,450	200,000	393,450	160,000	Nil	—	—	—
East and West Yorkshire Union	213,000	60,000	273,000	116,434	4	—	—	—
East Lincolnshire	Leased to the Great Northern.							
East London	3,243,000	2,579,000	5,822,000	3,243,790	Nil	—	—	—
				210,000	Nil	—	—	—
Exton and Church Hops	89,900	70,000	159,900	29,727	Nil	—	—	—
Fly Valley	Worked by the Great Western.							
Exington and Ashmore Light	57,000	10,000	76,000	—	—	—	—	—
Exeter, Bidditch, and Stratford-upon-Avon Junction.	Worked by the East and West Junction and Stratford-upon-Avon, Worcester, and							
Exeter	198,000	66,000	264,000	161,309	Nil	—	—	—
Exmouth Dock and Railway	40,000	40,000	100,000	30,000*	Nil	—	—	—
Falkstone Dock and Railway	180,000	50,000	230,000	130,000	5	—	—	—
Falstich*	176,186	44,000	220,186	86,186	3½	—	—	—
Fishguard and Rosslare Railways and Harbours.	2,371,500	822,500	3,194,000	538,500	Nil	—	—	—
Flemington and Bridlington Light	60,000	20,000	80,000	—	—	—	—	—
Fosse	34,200	11,400	45,600	34,200	4½	—	—	—
Forest of Dean Central	Worked by the Great Western.							
Frorester, Farnworth, and Newport	Worked by the Isle of Wight Central.							
Furness	5,071,875	3,386,129	8,458,004	3,443,000	3½	779,125	4	4
				—	—	354,625	4	4
Glaston and East End	60,000	30,000	130,000	60,000	Nil	—	—	—
Glyn Valley Tramway	46,180	13,800	64,400	16,916	Nil	—	—	—
				8,679	—	—	—	—

31st December 1900.—ENGLAND AND WALES—continued.

have been recently increased by conversion, consolidation, or division of their stocks.
in the figures given in Roman type.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.						TOTAL PAID UP CAPITAL INCLUDING LOANS AND DEBENTURE STOCK.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferred.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.				
Amount.	Per cent.	Rate of Interest.		£	£	Per cent.	Amount.		Rate of Interest.	£	£	£
638,249	5	NIL	945,070	160,311	4	160,300	5	300,354	1,348,624	—	Line worked by the "Great Western" and the "London and South-Western" Companies.	
Eastern* Railway Companies; the Capital is included in the Returns of those Companies.												
There is no separate Capital for the railways.												
—	—	—	11,784	3,000	4	—	—	3,000	14,784	—	The line of the Companies are worked by a joint committee of the East and West Junction* and "Stoodford-upon-Avon, Tewkesbury and Midland Junction" Companies. *Capitalised value of Land Rentscharges.	
—	—	—	500,000	—	—	200,001	5	698,688	698,688	—		
—	—	—	—	—	—	258,197	6	—	—	—		
65,000	5	NIL	90,000	30,000	5	10,000	4	40,000	130,000	—		
13,500	5	NIL	112,800	—	—	200,000	6	200,000	316,300	100,000		
57,573	4	4	214,407	17,600†	5	48,000	3½	64,316	278,723	—		
—	—	—	3,946,706	—	—	250,000	2½	2,548,466	4,790,205	—	The line is leased to the Great Eastern; London, Brighton and South Coast; London, Chatham and Dover; Metropolitan, Metropolitan District; and South Eastern Railway Companies, and is worked by a Joint Committee of those Companies.	
—	—	—	240,000	—	—	75,000	5½	372,101	1,57,700	—	Line worked jointly by the "Great Western," and "London and South-Western" Companies.	
57,790	5	NIL	87,447	—	—	70,000	4½	70,000	157,447	—	Railway authorised under the Light Railways Act, 1906.	
—	—	—	—	—	—	—	—	—	—	—		
Midland Junction Railway Companies' Joint Committee.												
—	—	—	141,000	—	—	34,300	4	34,300	215,300	—		
—	—	—	60,000	—	—	40,000	5	40,000	100,000	—	*Preferred Stock.	
—	—	—	130,000	—	—	—	—	—	130,000	—	(Deferred Stock.	
10,000	4½	4½	128,184	—	—	2,000	4	14,000	153,184	—	*In addition to paying interest on Capital, the Company paid 1,000 <i>l.</i> for rents and outgoings.	
62,000	—	—	688,300	20,000	4	—	—	20,000	538,600	—		
—	—	—	—	—	—	—	—	—	—	—	Railway authorised under the Light Railways Act, 1906.	
—	—	—	—	—	—	—	—	—	—	—		
—	—	—	34,300	3,000	3½	—	—	8,000	37,300	—		
1,830,700	4	4	6,251,875	—	—	2,582,728	3	2,582,728	7,264,603	—		
222,750	4	4	478,775	—	—	545,688	3	545,688	2,044,057	—		
19,410	5	NIL	70,410	10,000	5	—	—	10,000	90,410	—		
90,377	5	—	42,380	13,000	4	—	—	17,250	59,637	—	*Out of the net receipts a sum of 150 <i>l.</i> was applied in paying back dividends on the preference shares.	
—	—	—	—	2,200†	5	—	—	—	—	—	†Capitalised value of Land Rentscharges.	
—	—	—	8,070	—	—	—	—	—	8,070	—	‡Netted decrease of Capital.	

{Line worked by the "Great Western" and the "London and South-Western" Companies.

The line of the Companies are worked by a joint committee of the East and West Junction and "Stamford-upon-Avon, Towcester, and Midland Junction" Companies.
*Capitalised value of Land Reservations.

The line is leased to the Great Eastern; London, Brighton and South Coast; London, Chatham and Dover; Metropolitan, Metropolitan District; and South Eastern Railway Companies, and is worked by a Joint Committee of these Companies.

{Line worked jointly by the "Great Western," and "London and South-Western" Companies.

{Railway authorised under the Light Railways Act, 1900.

*Preferred Stock.
†Deferred Stock.

{In addition to paying interest on Capital, the Company paid 1,000L for rents and cottages.

{Railway authorised under the Light Railways Act, 1900.

*Out of the net receipts a sum of 100L was applied in paying back dividends on the preferred shares.

†Capitalised value of Land Reservations.

‡Netted down of Capital.

No. 1.—AMOUNT of CAPITAL, &c., upon the:

NOTE.—The figures in *italics* show the amounts by which the Capitals of the various Companies These amounts are, in all cases, *in excess*.

NAME OF COMPANY.]	AUTHORISED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	TOTAL.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Goods and Merchandise Light	50,000	30,000	80,000	45,000	Nil	—	—	—
Garsdale Junction and Portmadoc . . .	This line is not working and no returns are available.							
Gower Light	90,000	30,000	120,000	—	—	—	—	—
Great Central <i>See also the "Chambers Lines Committee," "Macclesfield Committee," "Manchester, North Junction and Altrincham," "Oldham, Ashton-under-Lyne, and Grange Bridge Junction," and "Sheffield and Midland Committee."</i>	55,553,489	21,565,485	54,828,972	4,334,300*	Nil	443,586	4	4
				4,334,300†	Nil	1,797,428	4½	4½
						1,666,088	4½	4½
						1,118,300	5	5
						872,000	5	5
Wigan Junction	450,000	200,000	650,000	200,500	4	—	—	—
Great Eastern <i>See also the "Tottenham and Hampton Junction."</i>	37,689,228	17,481,500	55,170,728	13,262,844	5	5,444,087	4	4
				600,000	—*	600,000	5	5
				—	—	1,625,220	4	4
London and Blackwall <i>See also the "Tottenham and Hampton Junction."</i>	2,387,180	857,900	3,245,080	2,320,800*	4½	—	—	—
	1,179,320	397,800	1,577,120	847,300	5	63,000	5	5
				368,700	5	4,750	5	5
Great Northern <i>See also the "Cheshire Lines Committee," and "Midland and Great Northern Railways Joint Committee."</i>	44,677,711	15,842,773	59,520,484	10,908,387*	4	—	—	—
				7,979,254†	Nil	—	—	—
				1,120,275	6	—	—	—
				1,120,275	Nil	—	—	—
				2,500,000	—	—	—	—
East Lincolnshire	600,000	—*	600,000	600,000	5	—	—	—
Hornsea	40,000	15,000	55,000	48,000	5½	—	—	—
Leath and East Coast	144,000	94,000	238,000	95,975	Nil	—	—	—
Murwell Hill and Palace Lane . . .	70,000	10,000	80,000	70,000	Nil	—	—	—
Nottingham and Grimsby Railway and Canal . . .	1,044,000	285,000	1,329,000	1,034,000	4½	—	—	—

31st December 1906.—ENGLAND AND WALES—continued.

have been nominally increased by conversion, consolidation, or division of their stocks in the figures given in Roman type.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					TOTAL PAID UP CAPITAL including Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferred.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
Amount.	Per cent.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
—	—	—	45,000	—	—	13,800	4	13,800	58,800	—	{ Railway authorised under the Light Railways Act, 1890.
—	—	—	—	—	—	—	—	—	—	—	{ Railway authorised under the Light Railways Act, 1890.
365,000	3½	3½	36,886,080	44,400	4	500,000	3½	11,824,000	62,000,702	7,047,844	{ Preferred Ordinary Deferred Ordinary Stock.
1,500,000	4	4				70,000	4				
3,750,000	4	Nd				16,000,000	4½				
9,000,000	5	5				200,000	5				
100,000	4	4	470,000	—	—	—	—	—	470,000	—	
225,000	3½	3½	434,500	—	—	175,450	4	175,450	608,950	—	
2,800,000	3½	3½	34,080,281	114,900	5	15,830,765	4	16,078,501	50,706,742	298,900	{ *Dividend does not accrue till 1st July 1907.
11,600,508	4	4				5,000	4½				
						5,584	4½				
632,532	4	4	1,607,733	—	—	500,232	4	500,232	2,571,970	—	
200,000	4½	4½	2,073,629	—	—	814,000*	4½	814,000	3,285,990	—	{ *The Company holds 7,000 of its own Coalbrook Stock, and 2,000 of its own Debenture Stock.
—	—	—	1,170,250	—	—	—	—	—	1,170,250	—	
2,450,280	3	3	41,007,616	—	—	14,000,760	3	14,000,760	55,008,381	7,235,160	{ Preferred Converted Ordinary Stock. *Deferred Converted Ordinary Stock. { Excess of Joint Lines and other under- takings 7,000,000, and to other Railways 30,000.
2,100,717	3	3									
2,432,749	4	4									
18,810,780	4	4									
575,000	5	5									
471,237	4	4	2,480,000	—	—	2,044,135	4	2,044,135	2,481,271	—	
1,235,508	4	4									
—	—	—	600,000	—	—	—	—	—	600,000	—	{ Borrowing powers (200,000) exercised by the Great Northern Railway Company.
—	—	—	46,000	14,000	3½	—	—	14,000	60,000	—	{ Capitalized value of Land Rentcharges.
—	—	—	96,975	—	—	43,000	4	72,071	168,046	—	{ *Interest not exceeding 5 per cent. per annum is payable on this stock out of the revenue of the year
—	—	—	70,000	—	—	10,000	4	10,000	80,000	—	
—	—	—	1,014,000	—	—	—	—	—	1,014,000	—	

No. 1.—AMOUNT of CAPITAL, &c., upon the

NOTE.—The figures in *Italics* show the amounts by which the Capitals of the various Companies
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
Great Northern—cont.	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Loaned to or worked by the Great Northern—cont.	Nottingham Suburban	250,000	83,000	333,000	250,000	3½	—	—
	Stamford and Essendine	140,000	40,000	180,000	75,000 44,500	NH 2	—	—
	Sutton and Wiloughby	84,000	28,000	112,000	82,547	NH	—	—
Great Northern and City	1,500,000	620,000	2,080,000	620,022* 181,110* 437,912	3 3 NH	—	—	—
Great Northern and Strand	2,400,000	800,000	3,200,000	—	—	—	—	—
Great North of England, Clarence, and Hartlepool Junction.	Loaned to the North-Eastern.							
Great Western	60,721,412	34,572,028	94,293,470	27,960,140	4½	25,450,004	5	5
				467,791	—	286,004	—	—
Abingdon	50,000	4,000	54,000	15,000	9	—	—	—
Bala and Festiniog	288,000	90,000	381,000	238,000	9½	—	—	—
Bridport	127,000	20,000	147,000	64,480	1½	—	—	—
Devon and Somerset	272,700	1,323,000	1,595,700	288,362	NH	—	—	—
				—	—	—	—	—
Ely Valley (Gloucestershire)	83,000	27,300	110,300	45,000 35,000*	5½ NH	—	—	—
Forest of Dean Central	No return with regard to capital available.							
Princetown	40,000	20,000	60,000	20,000	NH	—	—	—
Ross and Marmouth	160,000	53,000	213,000	80,000	1½	—	—	—
Taigun Valley	128,740	75,580	204,320	15,160	NH	—	—	—

31st December 1900.—ENGLAND AND WALES—continued.

have been nominally increased by conversion, consolidation, or division of their stocks.
in the figures given in Roman type.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.				TOTAL paid-up CAPITAL, including Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.	
Preference.			Total paid-up Stock and Share Capital.	Loans.		Debenture Stock.					Total raised by Loans and Debenture Stock.
Amount.	Per cent.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.	£	£	£	
—	—	—	250,000	—	—	—	—	—	250,000	—	
15,000	4	4	140,000	14,400	3	—	—	14,400	154,800	—	
5,000	5	5		400	4	—	—				
—	—	—	82,567	28,000	4½	—	—	28,000	130,567	—	
—	—	—	557,689	—	—	—	—	—	557,689	—	Interest at the rate stated was paid out of Capital.
—	—	—	—	—	—	—	—	—	—	—	* Preferred Ordinary Shares † Deferred Ordinary Shares.
—	—	—	—	—	—	—	—	—	—	—	Capital authorised under Act of 1899
11,685,683	5	5	85,906,945	400	3	755,085	3½	30,770,464	85,946,418	1,366,477	* Deferred Certificates. Dividend does not accrue till 1906. † Capitalised value of Rent-charges.
82,032*	5	NIL		450	4½	11,342,354	4				
				200	4½	1,009,434	4½				
				28,347†	4½	4,587,717	4½				
				161,431†	5	2,963,945	5				
498,787	5	5	745,032†	—	—	—	—	—	745,032†	—	† Nominal reduction of Capital.
450	4	4	16,050	5,000	5½	—	—	5,000	21,050	—	
500	5	5		—	—	—	—	—	—	—	
80,900	5	5	288,000	—	—	80,900	4	80,900	368,900	—	
22,000	4	4	111,431	25,000	3½	—	—	25,000	136,431	—	* Capitalised value of Land Rent-charges
4,000	5	5		900†	5	—	—	—	—	—	
20,000	6	6		—	—	—	—	—	—	—	
12,000	5	NIL	271,582	—	—	432,000	3	1,112,905	1,384,487	—	
						408,807	3				
						250,948	4				
						455,857	4	511,596	511,596	—	
						82,583	4				
			33,000	—	—	5,000	4	21,000	54,000	—	* Amount held by the Great Western Railway Company on which no dividend was paid.
						15,000	4½				
			56,960	12,300	4½	—	—	12,300	70,960	—	* Capitalised value of Land Rent-charges
				200†	5	—	—	—	—	—	
50,000	6	6	160,000	47,500	5½	—	—	47,500	207,500	—	* Capitalised value of Rent-charges.
				5,434*	5	—	—	—	—	—	
72,800	5	NIL	47,140	—	—	64,250	4	64,250	111,390	—	

No. 1.—AMOUNT OF CAPITAL, &c., upon the

NOTE.—The figures in *italics* show the amounts by which the Capitals of the various Companies
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORIZED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	TOTAL.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
Great Western—cont.	£	£	£	£	Per cent.	£	Per cent.	Per cent.
<i>Landed to or worked by the Great Western—cont.</i> West Cornwall Railway	945,495	—	945,495	—	—	909,493 35,990	4½ 5	4½ 5
West Somerset	154,000	43,320	197,320	67,794	3½	—	—	—
Wye Valley	225,000	111,400	446,400	220,000	NIL	—	—	—
<i>See also "Birkenhead," "Easton and Church Hops," "Halesowen," "Hammesmith and City," "Shrewsbury and Hereford," "Tisbury," "Victoria Station and Finsbury," "West London," and "Weymouth and Portland."</i>								
Great Western and Great Central Joint Committee.	Capital provided by the "Great Western" and "Great Central" Railway Companies.							
Grimsby and Saltfleetby Light	90,000	20,000	120,000	—	—	—	—	—
Grindsmeth Valley	170,000	55,000	225,000	100,000	NIL	—	—	—
Hallow Light	70,000	25,000	95,000	—	—	—	—	—
Halesowen	180,000	60,000	240,000	120,000	NIL	—	—	—
Halifax and Ovenden	The line is the joint property of the "Great Northern" and "Lancashire and							
Hammesmith and City	340,000	53,000	393,000	—	—	154,000 180,000	5 5½	5 5½
Harborne	Worked by the London and North-Western.							
Harrow and Uxbridge	340,000	113,000	453,000	114,196	3*	—	—	—
Hartlepool Electric Traction* (West Hartlepool Light Railways.)	—	—	—	—	—	—	—	—
Hastings Harbour District	225,000	75,000	300,000	—	—	—	—	—
Haying Railways	Landed to the London, Brighton, and South Coast.							
Highbridge, Wednesbury, and Cheddar	72,000	24,000	96,000	—	—	—	—	—
Hornsea	Worked by the Great Northern.							
Hounslow and Metropolitan	Worked by the Metropolitan District.							
Hull, Barnsley, and West Riding Junction Railway and Dock.	4,930,000	4,203,945	9,133,945	3,300,000	1½	—	—	—
<i>Worked by the Hull, Barnsley, and West Riding Junction.</i> South Yorkshire Junction.	200,000	10,000	210,000	—	—	210,000	3½	3½
Isle of Axholme Light	125,000	45,000	180,000	22,126	NIL	—	—	—

31st December 1900.—ENGLAND AND WALES—continued.

have been nominally increased by conversion, consolidation, or division of their stocks.
in the figures given in Roman type.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.						TOTAL paid up CAPITAL, including Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferred.			Total paid up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.				
Amount.	Per cent. Rate of Dividend paid.	Per cent.		Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£		
—	—	—	324,203	—	—	—	—	—	324,203	—		
75,000	4	4	142,500	—	—	40,000	4	40,000	182,500	—		
30,000	5	NIL	206,600	—	—	75,600	5	75,600	376,200	—		
—	—	—	—	—	—	—	—	—	—	—	{ Railway authorised under the Light Railways Act, 1896.	
—	—	—	100,000	33,300	5	—	—	33,300	133,300	—		
—	—	—	—	—	—	—	—	—	—	—	{ Railway authorised under the Light Railways Act, 1894.	
60,000	5	NIL	180,000	—	—	62,000	5	62,000	242,000	—		
Yorkshire Railway Companies; the Capital is included in the Returns of these Companies.												
—	—	—	324,000	—	—	—	—	—	324,000	—	{ The line is worked jointly by the "Great Western" and "Metropolitan" Companies.	
—	—	—	114,190	—	—	—	—	—	114,190	—		
—	—	—	—	—	—	—	—	—	—	—	{ Railway authorised under the Light Railways Act, 1896. *This Company also owns lines authorised under the Tramways Act, 1870. See Tramways Returns.	
—	—	—	—	—	—	—	—	—	—	—		
—	—	—	—	—	—	—	—	—	—	—	{ Railway authorised under the Light Railways Act, 1896.	
565,000	7½	3½	1,632,000	40,000*	5	1,078,947 2,000,000	3 4½	1,628,947	7,293,947	—		
—	—	—	210,000	226	4	—	—	226	210,226	—	{ Capitalised value of Land Rentscharges. *5 per cent. and 1 per cent. contingent additional interest.	
—	—	—	23,190	—	—	10,000	4	10,000	33,190	—		
—	—	—	—	—	—	10,000	4	10,000	33,190	—	{ Railway authorised under the Light Railways Act, 1896.	

Railway authorised under the Light Railways Act, 1896.

Railway authorised under the Light Railways Act, 1896.

The line is worked jointly by the "Great Western" and "Midland" Companies.

The line is worked jointly by the "Great Western" and "Metropolitan" Companies.

*Interest at the rate stated was paid out of capital.

Railway authorised under the Light Railways Act, 1896.

*This Company also owns lines authorised under the Tramways Act, 1870. See Tramways Returns.

Railway authorised under the Light Railways Act, 1896.

*Capitalised value of Land Revenues.
10 per cent. and 1 per cent. contingent additional interest.

Railway authorised under the Light Railways Act, 1896.

No. 1.—AMOUNT OF CAPITAL, &c., upon the

NOTE.—The figures in *italics* show the amounts by which the Capital of the various Companies These amounts are, in all cases, included.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Isle of Thanet Light	300,000	150,000	450,000	—	—	—	—	—
Isle of Wight	475,412	215,811	691,223	177,105*	4 2½	—	—	—
				177,105	—	—	—	—
Isle of Wight Central	592,000	304,355	896,355	93,465	NH	—	—	—
Worked by the Isle of Wight Central.	Freshwater, Yarmouth, and Newport.	142,000	82,560*	224,560	Nil	—	—	—
	Newport, Godshill, and St. Lawrence.	120,000	40,000	60,000	112,460	NH	—	—
King's Lynn Docks and Railway . .	415,520	190,000	605,520	82,281	14 3	—	—	—
				66,108	—	—	—	—
Knott End	50,000	15,000	65,000	30,301	NH	—	—	—
Lancashire Valley	120,000	45,000	175,000	69,351	NH	—	—	—
Lancashire and Yorkshire	89,574,282	20,526,529	110,100,811	15,740,985	4½	2,596,015	4	4
Worked in the Lancashire and Yorkshire.	Liverpool, Southport, and Preston Junction.	198,744	—	198,744	198,744	198,744	4	4
	West Lancashire	686,185	877,350	1,563,535	128,770	—*	—	—
Lancashire, Derbyshire, & East Coast .	1,835,000	597,419	2,432,419	1,835,000	NH	—	—	—
Worked by the Lancashire, Derbyshire, and East Coast.	Sheffield District	275,000	124,300	499,300	200,500	—*	—	—

31st December 1900.—ENGLAND AND WALES—continued.

have been nominally increased by conversion, consolidation, or division of their stocks.
in the figures given in Roman type.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.				TOTAL paid up CAPITAL, including Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preference.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.				
Amount.	Percentage Rate of Interest.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.	£	£	£
—	—	—	—	—	—	—	—	—	—	The Company was incorporated under the Companies Act, 1862, on the 1st November 1862, and subsequently obtained Orders under the Light Railways Act, 1900, for the construction of Light Railways in the Isle of Thanet.
44,013	4	4	438,382	6,000	5	180,000	4	194,050	532,928	*Preferred. Converted Ordinary Stock.
16,502	4	4	192,002	—	—	37,500	4	37,500	530,502	†Deferred. Converted Ordinary Stock.
132,665	3	NIL	273,315	7,684*	5	109,325	3	312,219	585,794	‡Capitalized value of Land Reimbursements.
48,000	5	NIL	134,081	—	—	20,000	3½	91,377	225,458	*Capitalized value of Land Reimbursements.
—	—	—	178,490	30,000	4	—	—	30,000	151,490	*The Company is also authorized to issue an amount of Debenture Stock sufficient to produce 20,000.
14,320	4	4	311,528	—	—	147,000	4½	147,000	458,528	
135,000	5	4	—	—	—	5,000	3	—	—	
20,000	5	3	—	—	—	10,000	3½	—	—	
4,700	4	4	40,750	—	—	—	—	—	45,750	
50,000	4	4	—	—	—	—	—	—	90,360	
—	—	—	20,301	—	—	—	—	—	—	
30,000	5	NIL	120,351	—	—	48,000	4	48,000	172,351	On the 31st December 1898, the terms for the year 1900 not being, as yet, available.
25,184,581	3	3	44,899,883	27,300	5½	—	—	—	—	
180,000	4½	4½	—	10,800	5½	—	—	—	—	
188,870	6	6	—	5,000	3	17,700,000	3	18,113,228	63,003,111	* Capitalized value of Land Reimbursements.
—	—	—	—	10,000	3½	—	—	—	—	
—	—	—	—	200	4	—	—	—	—	
—	—	—	—	300,000*	3	—	—	—	—	
6,708,485	2	3	7,540,624	—	—	4,122,054	4	4,122,054	11,672,539	
—	—	—	158,744	—	—	—	—	—	158,744	* Under Act 60 & 61 Vict. c. 100, the line was vested in the Southern and Yorkshire Company as from the 1st July 1900, subject to the payment of a reimbursement increasing annually for 50 years.
—	—	—	—	—	—	—	—	—	—	
222,410	—	—	684,398	—	—	877,760	7½	877,760	1,563,992	* Under Act 60 & 61 Vict. c. 120, the line was vested in the Southern and Yorkshire Company as from the 2nd July 1900, subject to the payment of a reimbursement increasing annually for 50 years. The maximum rate payable on the Debenture stock is 3 per cent. per annum, and the Preference and Ordinary Capital is not entitled to any dividend till this rate has been paid.
300,000	—	—	—	—	—	—	—	—	—	
340,273	5	1	1,010,273	—	—	748,039	4	748,039	2,063,312	
—	5	NIL	—	—	—	—	—	—	—	
100,000	5	—	300,000	—	—	30,000	4	30,000	330,000	*Interest at the rate of 5 per cent. per annum was paid out of Capital for the period from 1st January to 31st May 1900. The line was opened for traffic on the latter date.

The Company was incorporated under the Companies Act, 1862, on the 1st December 1862, and subsequently obtained Orders under the Light Railways Act, 1900, for the construction of Light Railways in the Isle of Thanet.

*Preferred Convertible Ordinary Stock.
†Deferred Convertible Ordinary Stock.
‡Capitalized value of Land Recharges.

*Capitalized value of Land Recharges.

*The Company is also authorized to issue an amount of Debenture Stock sufficient to produce £1,000.

On the 31st December 1899, the figures for the year 1900 not being, as yet, available.

* Capitalized value of Land Recharges.

* Under Act 60 & 61 Vict. c. 101, the line was vested in the Lancashire and Yorkshire Company as from the 1st July 1897, subject to the payment of a rentcharge increasing annually for 50 years.

* Under Act 60 & 61 Vict. c. 120, the line was vested in the Lancashire and Yorkshire Company as from the 1st July 1897, subject to the payment of a rentcharge increasing annually for 50 years. The maximum rate payable on the Debenture stock is 1 per cent. per annum, and the Preference and Ordinary Capital is not entitled to any dividend till this rate has been paid.

* Interest at the rate of 5 per cent. per annum was paid out of Capital for the period from 1st January to 1st May 1900. The line was opened for traffic on the latter date.

No. 1.—AMOUNT OF CAPITAL, &c., upon the

NOTE.—The figures in *italics* show the amounts by which the Capitals of the various Companies
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Lactington and Rosedale Light . . .	75,000	25,000	100,000	—	—	—	—	—
Lalmer Road and Antton . . .	Undertaking abandoned under Act 63 & 64 Vict. c. 86.							
Lee-on-the-Solent	30,000	10,000	40,000	23,980	Nil	—	—	—
Leek and Manifold Valley Light (Leek, Calton Low, and Harrington Light Railways).	20,000	10,000	30,000	4,711	Nil	—	—	—
Lireath and East Coast Railway and Dock.	1,500,000	300,000	2,000,000	—	—	—	—	—
Lisacord and Carnoon	211,038	75,300	286,338	93,435	Nil	—	—	—
Litkard and Loe	50,000	20,000	80,000	25,300	Nil	—	—	—
Liverpool Cattle Market Line . . .	300,000	100,000	400,000	—	—	—	—	—
Liverpool Overhead	680,000	220,500	900,500	500,000	5½	—	—	—
Liverpool, St. Helen's, and South Lancashire.	280,000	270,000	550,000	139,256	Nil	100,000	4	Nil
Liverpool, Southport, and Preston Junction.	Undertaking transferred to the Lancashire and Yorkshire Company. For Capital see							
Lizard Light	75,000	25,000	100,000	—	—	—	—	—
Llanelli and Mynydd Mawr . . .	60,000	45,000	105,000	59,448	Nil	—	—	—
London and Blackwall	Loaned to the Great Eastern.							
London and Greenwich	Loaned to the South Eastern.							
London and North-Western . . .	80,023,235	41,482,080	121,505,315	62,751,875	6½	11,100,000	4	4
				1,845,630	6½	5,554,000	4	4
Charnwood Forest	150,000	50,000	200,000	100,000	Nil	—	—	—
Harborne	100,000	50,000	150,000	50,000	Nil	—	—	—
Mold and Denbigh Junction . . .	525,000	267,000	792,000	73,000*	Nil	—	—	—
				70,000†	Nil	—	—	—
				70,000‡	Nil	—	—	—
Shropshire Union Railway and Canal.	404,277	—	404,277	404,277	3½	—	—	—

See also "Birkenhead," "Manchester, South Junction, and Altricham," "North and South-Western Junction," "Oldham, Ashton-under-Lyne, and Guide Bridge Junction," "Shrewsbury and Hereford," "Tisbury," and "West London."

Loaned to or worked by the London and North-Western.

31st December 1900.—ENGLAND AND WALES—continued.

have been nominally increased by conversion, consolidation, or division of their stocks, in the figures given in Roman type.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.								SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total paid up CAPITAL, including Loans and Debenture Stock.				
Amount.	Preferential Rate of Interest.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.						
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£			
—	—	—	—	—	—	—	—	—	—	—	Railway authorized under the Light Railways Act, 1890. On the 31st December 1899, the figure for the year 1899 not being ascertainable, was available.		
—	—	—	20,000	—	—	—	—	—	20,000	—			
—	—	—	4,711	—	—	—	—	—	4,711	—			
—	—	—	—	—	—	—	—	—	—	—	Railway authorized under the Light Railways Act, 1890. A capital sum not exceeding 10,000 is granted by the Treasury, subject to certain conditions.		
1,500	5	Nil	30,825	2,000	4	—	—	14,000	44,825	—			
20,043	5	Nil	55,143	5,450	4	—	—	32,043	74,183	600			
—	—	—	—	—	—	—	—	—	—	—			
220,000	5	5	620,000	170,000	4	—	—	170,000	790,000	—			
40,000	4	Nil	270,000	10,000	4	200,000	4	270,000	640,000	—	*Capitalised value of Rent-charges.		
under Lancashire and Yorkshire.													
—	—	—	—	—	—	—	—	—	—	—	Railway authorized under the Light Railways Act, 1890.		
—	—	—	30,043	—	—	45,000	5	45,000	104,048	—			
21,000,000	4	4	86,912,004	102,000	5	20,167,673	5	38,320,681	115,232,685	5,221,830	*Capitalised value of Rent-charges.		
4,123,154	4	4	5,386,005	—	—	3,574,005	5	5,534,005	17,970,000	—	Including 1,762,000, converted debentures of other Companies.		
—	—	—	150,000	—	—	40,000	5	40,000	590,000	—	The issue of debentures of this Company, has been the subject of litigation. By order of the High Court of Justice a Special License was appointed, and its Report shows that debentures issued to the amount of £17,000,000 have been repaid, of which only £10,000,000 was liquid, the balance being £7,000,000. The books of the Company show that the full issue of £17,000,000 has been made.		
—	—	—	45,000	17,000	4	15,215	5	63,000	116,000	—	*Capitalised value of Land Rent-charges.		
100,000	5	Nil	300,000	12,215	5	40,000	5	200,215	584,215	—	*Undivided Stock. †Preferred Stock. ‡Debenture Stock. §Capitalised value of Land Rent-charges.		
—	—	—	404,977	—	—	—	—	—	404,977	—			

No. 1.—AMOUNT OF CAPITAL, &c., upon the

NOTE.—The figures in *italics* show the amounts by which the Capitals of the various Companies
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
London and South Western	30,121,462	14,196,500	44,317,962	5,804,182*	4½	707,960	—	—
				5,189,620*	2½	—	—	—
				5,189,620*	—	145,627	4	4
Badleigh Salterton	60,000	20,000	80,000	60,000	3	—	—	—
North Cornwall	80,000	20,000	100,000	—	—	—	—	—
Larneeston and Halswell Capital	120,000	50,000	200,000	75,000*	4	—	—	—
				75,000*	½	—	—	—
Larneeston and Dalchole Capital.	127,000	63,000	240,000	127,000	3½	—	—	—
Walsbridge Capital	100,000	50,000	200,000	40,150	NB	100,000	3	3
Tadcaster Capital	85,000	—	85,000	85,000	3	—	—	—
Plymouth, Devonport, and South-Western Junction	825,000	284,000	1,109,000	250,000	3	—	—	—
Salisbury Railway and Market House	17,000	4,000	21,000	15,400	4½	—	—	—
Sidmouth	44,000	22,000	66,000	28,371	2½	—	—	—
Waterloo and City	440,000	171,667	711,667	540,000	3	—	—	—
See also "Eastern and Church House," "West London Extension," and "Weymouth and Portland."								
London, Brighton, and South Coast	21,227,600	7,127,356	28,354,956	312,702*	3½	1,861,869	3	3
				5,228,613*	14	—	—	—
				2,731,330*	6	—	—	—
				2,731,330*	4½	170,763	6	6
Leased to or worked by the London, Brighton, and South Coast.								
Brighton and Dyke	72,000	34,000	106,000	22,000*	NB	—	—	—
				24,940*	NB	—	—	—
				17,920*	NB	—	—	—
Hastings Railways	65,000	21,500	87,500	44,320	1½	—	—	—
See also "Victoria Station and Finsbury" and "West London Extension."								
London, Chatham, and Dover	10,222,834	2,122,577	22,345,411	11,222,282	NB	220,000	3½	3½
						120,526	4½	4½
Leased to the London, Chatham and Dover.								
Mid Kent (Branch to St. Mary Cray).	70,000	20,000	90,000	61,260	4	—	—	—
See also "Victoria Station and Finsbury."								
London Corporation (Foreign Cattle Market, Deptford, Railway).	—	35,000	35,000	—	—	—	—	—
London and Southampton (Buckingham)	Sold to the North Eastern under Act 63 & 64 Vict. c. 165.							
London, Tilbury, and Southend	2,943,450	901,800	3,845,250	1,588,548	6½	—	—	—
				—	—	—	—	—
London, Walthamstow, and Epping	Undertaking abandoned under Act 63 & 64 Vict. c. 372.							
Leeds, Wakefield, and Shearwater	30,000	20,000	100,000	—	—	—	—	—
Leeds and East Coast	Leased to the Great Northern.							
Lynon and Barnstable	85,000	28,300	113,300	84,908	NB	—	—	—

31st December 1900.—ENGLAND AND WALES—continued.

have been nominally increased by conversion, consolidation, or division of their stocks.
in the figures given in Roman type.

in the figures given in column type.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBT-STOCK.					Total paid up Capital including Loans and Debt-stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferred.			Total Paid-up Stock and Share Capital.	Loans.		Debt-stock.		Total raised by Loans and Debt-stock.			
Amount.	Percentage of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£ 4,212,800 10,044,727	3½ 4	2½ 4	£ 31,226,734	£ 12,800 17,968	4 4	£ 13,625,346	3	£ 13,454,911	£ 44,690,745	£ 411,960	*Unconverted Stock. †Preferred. Converted Ordinary Stock. ‡Deferred. Converted Ordinary Stock. §Capital and value of Land Rentscharges.
250,847	4	4	1,026,191	—	—	2,582,266	3	2,582,266	2,582,266	—	
—	—	—	60,000	3,000	3	—	—	3,000	63,000	—	
—	—	—	—	—	—	—	—	—	—	—	
—	—	—	120,000	—	—	20,000	4	20,000	200,000	—	*Preferred Stock. †Deferred Stock.
—	—	—	127,000	—	—	62,000	3½	62,000	242,000	—	
—	—	—	142,150	—	—	50,000	3½	50,000	196,150	—	
—	—	—	88,000	—	—	—	—	—	88,000	—	
200,000	4½	4½	660,000	—	—	220,000	4	220,000	330,000	—	
1,000	6	6	14,800	3,000	3½	—	—	3,000	38,000	—	
—	—	—	38,571	—	—	22,000	6	22,000	60,071	—	
—	—	—	140,000	—	—	23,500	3	23,500	220,500	—	
8,478,316	6	5	10,428,300	40,377	5	1,364,229	4	6,116,226	35,484,900	—	*Undivided Stock. †Preferred Stock. ‡Deferred Stock. §Capital and value of Land Rentscharges. ¶Netted reduction of Capital.
213,830	5	5	207,225	—	—	—	—	—	207,225	—	
—	—	—	64,833	—	—	91,000	4	91,000	66,833	—	*Ordinary Shares. †Preferred Half Shares. ‡Deferred Half Shares.
15,000	5	5	60,120	—	—	21,300	4½	21,300	82,020	—	
6,938,184	4½	4½	15,161,224	22,660	3½	504,706	3	8,428,461	27,589,685	104,228	
808,522	4½	20½	—	97,445	3	1,251,308	4	—	—	—	
—	—	—	61,320	4,000	3½	4,991,449	4½	—	—	—	
—	—	—	—	26,224	3½	—	—	—	—	—	
—	—	—	—	8,900	3½	—	—	23,000	84,500	—	
—	—	—	—	15,000	4½	—	—	—	—	—	
—	—	—	—	35,000	3½	—	—	35,000	34,000	—	*Average rate paid for the year.
1,096,200	4	4	2,444,133	—	—	825,000	4	825,000	3,269,133	320,480	
450	4	4	450	—	—	15,000	4	15,000	15,450	—	
—	—	—	—	—	—	—	—	—	—	—	
—	—	—	81,968	—	—	27,300	4	27,300	102,268	—	

No. 1.—AMOUNT of CAPITAL, &c., upon the

NOTE.—The figures in *italics* show the amounts by which the Capitals of the various Companies
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Monkenfield Committee	Line owned by the "Great Central" and "North Staffordshire" Railway Companies.							
Manchester and Milford	570,300	254,800	775,100	323,000	Nil	—	—	—
Manchester Ship Canal and Railway	8,000,000	7,512,000	15,512,000	3,967,437	Nil	—	—	—
Manchester, South Junction, and Altrincham	—	216,000	216,000	—	—	—	—	—
Maryport and Carlisle	777,800	110,900	888,700	772,800	7	2,000	4*	7
Mawdley	21,000	8,408	29,408	21,000	Nil	—	—	—
Merrybent and Dullington	Vested in North Eastern Company, under Act 63 & 64 Vict. c. 168.							
Messy	3,112,800	1,895,350	5,008,150	1,684,260	Nil	—	—	—
Methley Railway Joint Committee	The line is the Joint property of the "Great Northern," "Lancashire and Yorkshire,"							
Metropolitan Railway Capital	10,241,943	3,716,402	13,958,345	5,131,820	3½	100,000	8	8
Surplus Lands Capital :	3,640,915	—	3,640,915	3,640,915	2½	—	—	—
				5,640,915	2½	—	—	—
Worked by the Metro-politan } Oxford and Aylesbury Trans- posed. See also "Hammersmith and City"	100,000	25,000	125,000	2,200	Nil.	—	—	—
Metropolitan District	7,422,444	3,007,000	10,429,444	9,393,000	Nil	186,000 1,350,000 264,444	3½ 4 4½	3½ 3½ 4½
Richmond Extension	250,000	—	250,000	—	—	250,000	4	4
Reading Extension	250,000	—	250,000	—	—	250,000	4½	4½
Putnam Extension	300,000	—	300,000	—	—	300,000	4½	4½
Whitechapel and Bow Extension	480,000*	—	480,000*	—	—	347,000 32,000	2 3	2 3
Wimbledon and Ploesdilly Creek	200,000*	—	200,000*	—	—	—	—	—
Worked by the Metro-politan } Hounslow & Metropolitan Omnibus	270,000	90,000	360,000	210,000	Nil	—	—	—

31st December 1900.—ENGLAND AND WALES.—continued.

have been gradually increased by conversion, consolidation, or division of their stocks. In the figures given in Roman type.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.				TOTAL PAID UP CAPITAL, including Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.				
Amount.	Preferential Rate of Interest.	Rate of Dividend paid.			Amount.	Rate of Interest.	Amount.	Rate of Interest.	Total raised by Loans and Debenture Stock.	
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£
the Capital is included in the Returns of these Companies.										
190,000	5	Nil	618,980	500	4½	—	—	333,812	755,000	—
				174,730	5	—	—			
				23,585*	5	—	—			
5,089,351	5	Nil	7,007,396	1,323,000	3½	—	—	7,692,000	15,459,396	—
				1,000,000	4	—	—			
				5,000,000	4½	—	—			
				5,000*	4	—	—			
—	—	—	—	—	—	210,660	4	210,660	210,660	—
—	—	—	777,500	1,000†	5	107,000	4	306,800	885,000	—
—	—	—	21,000	4,745	5	—	—	4,745	26,745	—
400,000	5	Nil	1,545,172	—	—	707,737	4½	1,055,451	2,600,000	—
						333,714	5			
and "North Eastern" Railway Companies; the Capital is included in the Returns of these Companies.										
100,000	3½	3½	2,404,943	50,000*	4	855,000	3½	1,346,379	12,028,325	70,000
3,100,113	4	4		30,380*	5	2,393,311	4			
350,000	4½	4½				22,716	4½			
						333,353	4½			
—	—	—	2,640,915	—	—	—	—	—	2,640,915	—
125,545	4	4	3,622,553	—	—	—	—	—	3,622,553	—
—	—	—	2,705	—	—	—	—	—	2,705	—
1,500,000	5	1½	5,431,044	127,000	5	727,200	4	9,065,225	7,400,950	—
						1,211,036	6			
—	—	—	300,000	—	—	—	—	—	300,000	—
—	—	—	220,000	—	—	—	—	—	220,000	—
—	—	—	300,000	—	—	—	—	—	300,000	—
—	—	—	300,000	—	—	—	—	—	300,000	295,000
—	—	—	—	—	—	—	—	—	—	—
50,000	5	Nil	200,000	70,000	4½	—	—	70,000	330,000	—

* Capitalized value of Land Recharges.

* Capitalized value of Land Recharges.

* Minimum Rate.

† Capitalized value of Land Recharges.

* Terminable Debenture Stock, repayable 1st June 1931.

† Capitalized value of Land Recharges.

‡ Under the provisions of the Metropolitan Railway Acts, 1883 and 1897 the surplus lands property of the Company was separated from the railway capital.

[This is the nominal addition to the whole of the "Metropolitan" Company's capital.

This was constituted a separate undertaking under Act of 1876, a dividend of the net 4 per cent. per annum being guaranteed by the "Midland Railway Company" under the Metropolitan District Railway Act of 1876.

Constituted a separate capital and undertaking under Act of 1877.

Constituted a separate capital and undertaking under Act of 1876.

This amount the Metropolitan District Company is authorized to raise for subscribing to the Whitechapel and Bow Extension Company.

This amount the Metropolitan District Company is authorized to raise for subscribing to the Bromley and Beckenham Extension Company.

* Capitalised value of Land Recharges.

* Capitalised value of Land Recharges.

* Minimum Rate.
† Capitalised value of Land Recharges.

* Terminable Debenture Stock, repayable 18th June 1931.

† Capitalised value of Land Recharges.

‡ Under the provisions of the Metropolitan Railway Act, 1863 and 1907, the surplus lands property of the Company was separated from the railway capital.

§ This is the nominal addition to the whole of the "Metropolitan" Company's capital.

This was constituted a separate undertaking under Act of 1875, & divided at the rate of 10 per cent. per annum being guaranteed by the "Metropolitan Railway Company" under the Metropolitan District Railway Act of 1875.

Constituted a separate capital and undertaking under Act of 1877.

Constituted a separate capital and undertaking under Act of 1878.

This amount the Metropolitan District Company is authorised to raise for subscribing to the Whitechapel and Bow Eastern Company.

This amount the Metropolitan District Company is authorised to raise for subscribing to the Brompton and Piccadilly Circus Company.

No. 1.—AMOUNT OF CAPITAL, &c., upon the

NOTE.—The figures in italics show the amounts by which the Capitals of the various Companies These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
Metropolitan and Metropolitan District, City Lines and Extensions.								
<i>Mid-Kent (Bromley to St. Mary Cray)</i>								
Midland	344,000,018	39,180,539	383,180,557	37,092,451* 37,359,389† 54,964,742	5½ 5½ —	14,738,917	5½	5½
<i>Worked by the Midland</i> } Tottenham and Farnet Gate	000,000	200,000	200,000	225,000	NIL	100,000	3	3
See also the "Cheshire Lines Committee," "Midland and Great Northern Railways Joint Committee," "North and South Western Junction," and "Tottenham and Hampton Junction."								
Midland and Great Northern Railways Joint Committee.	1,200,000	—	1,200,000	—	—	1,200,000	3	3
Midland and North-Eastern Committee (Swinton to Knottingley).								
Midland and South Western Junction	802,022	1,394,783	2,196,805	284,207	NIL	160,236	3	3
Mid-Suffolk Light	225,000	70,000	300,000	—	—	41,334	3	3
Mid-Wales								
Midford Haven Dock and Railway	140,000	40,000	180,000	74,230	NIL	—	—	—
Mill and Desborough Junction								
Munster Railway and Pier	100,000	33,330	133,330	41,532	5	—	—	—
Muswell Hill and Palace								
North and Brecon	684,700	684,500	1,369,200	256,250	NIL	—	—	—
North, Pontefract, and Bognor-Amana	372,000	124,000	496,000	1,000	NIL	—	—	—
Newport, Gochill, and St. Lawrence								
Northampton and Banbury Junction	915,000	200,000	1,115,000	100,000	NIL	—	—	—
North and South-Western Junction	103,000	30,000*	133,000	128,000*	7½	—	—	—
North Devonian								
North-Eastern	38,101,868	33,773,803	71,875,671	28,002,151	6½	8,502,369	4	4
				200,000	6½	125,074	4	4

31st December 1900.—ENGLAND AND WALES—continued.

have been materially increased by conversion, consolidation, or division of their stocks, in the figures given in Roman type.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					TOTAL paid up CAPITAL, including Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
Amount.	Per cent.	Rate of dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£			£	£	Per cent.	£	Per cent.	£	£		
Companies; the Capital is included in the Returns of those Companies.											
60,928,261	3½	3½	137,940,315	1,000	3½	81,803,737	3½	36,004,737	173,945,078	11,828,499½	* Preferred Converted Ordinary Stock.
19,765,232	3½	3½	62,018,730	—	—	11,733,452	3½	11,733,452	73,752,211	—	† Deferred Converted Ordinary Stock.
225,000	4	3½	300,000	—	—	166,500	4	166,500	766,500	—	‡ Consisting of 10,231,000, subscribed to form the joint property of the "Midland" and other companies; and 797,500, to other independent companies.
—	—	—	1,200,000	—	—	—	—	—	1,200,000	—	
Companies; the Capital is included in the Returns of those Companies.											
337,464	6	NIL	797,065	9,000*	5	1,035,783	3	1,121,783	1,921,848	—	* Capitalised value of Rent charges.
—	—	—	47,354	—	—	187,471	3	187,471	234,825	—	
—	—	—	—	—	—	—	—	—	—	—	Railway Authorised under the Light Railways Act, 1896.
—	—	—	74,326	—	—	45,481	5	45,481	119,711	—	
34,300	4	4	60,733	—	—	—	—	—	60,733	—	This undertaking is worked by the Southern Improvement and Tramways Company. For further particulars see "Tramway" Return.
400,403	4	NIL	626,632	—	—	681,021	4	681,021	1,337,653	—	
257,453*	—	—	257,453*	—	—	78,758*	—	72,757*	312,212*	—	* Nominal reduction of capital.
—	—	—	1,800	—	—	—	—	—	1,800	—	
345,000	5	NIL	389,780	4,079*	5	115,000	5	250,638	615,788	—	* Capitalised value of Land Rentcharges.
74,730	5	NIL	—	—	—	170,008	5	—	—	—	
—	—	—	120,630	—	—	—	—	—	120,630	—	
13,321,227	6	4	50,525,818	1,800	5	22,523,498	5	22,523,498	71,037,671	130,500	
—	—	—	—	2,000	3½	—	—	—	—	—	
—	—	—	—	2,500	3½	—	—	—	—	—	
—	—	—	—	1,800	4	—	—	—	—	—	
200,035	4	4	1,418,830	—	—	5,582,940	5	5,208,510	7,018,859	—	

* Preferred Converted Ordinary Stock.
 † Deferred Converted Ordinary Stock.
 ‡ Consisting of 10,231,227½ subscribed to him, the joint property of the "Midland" and other companies; and 797,264 to other independent companies.

* Capitalised value of Rent-charges.

Railway Authorised under the Light Railways Act, 1896.

This undertaking is worked by the Southern Improvement and Tramways Company. For further particulars see "Tramway" Returns.

* Nominal reduction of capital.

* Capitalised value of Rent-charges.

* Under the Companies' Clauses Consolidation Act, 1845, the Company created above capital in lieu of loan capital. The line is loaned to the "London and North-Western," "Midland," and "North London" Companies.

No. 1.—AMOUNT of CAPITAL, &c., upon the

NOTE.—The figures in italics show the amounts by which the Capitals of the various Companies These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORIZED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
North Eastern—continued.								
<i>Lined to or worked by the North Eastern.</i> Great North of England, Clarence and Harlepool Junction.	74,900	—	74,900	41,875	3	16,918	4½	4½
Scarbrough, Brillingham, and West Riding Junction.	290,000	83,333	373,333	794,210	2	—	—	—
Norfolk and Suffolk Joint Railway Committee	The Capital is provided by the Great Eastern, Great Northern, and Midland Railway							
<i>Lined to the Great Eastern.</i> Northern and Eastern	120,000	40,000	160,000	—	—	—	—	—
North Lincolnshire Light	84,000	98,000	182,000	—	—	—	—	—
North Lindsey Light	84,000	98,000	182,000	—	—	—	—	—
North London	2,255,000	1,000,706	4,255,706	2,020,400	7½	—	—	—
<i>See also "North and South Western Junction."</i>								
North Staffordshire	8,233,473	3,188,938	11,422,411	3,886,146	4½	1,170,000	5	5
<i>See also "Macclesfield Committee."</i>				50,140	4½	—	—	—
North Sunderland Light	31,000	10,333	41,333	14,942	NH	—	—	—
North Wales and Liverpool Committee	The line is the joint property of the "Great Central," and "Wrexham, Mold, and							
North Wales narrow gauge: Mael Trefan Undertaking	100,000	84,000	184,000	65,975	NH	—	—	—
Reddick Extension	13,900	4,900	18,800	—	—	—	—	—
North West London	1,500,000	800,000	2,300,000	—	—	—	—	—
Nottingham and Grantham Railway and Canal	<i>Lined to the Great Northern.</i>							
Nottingham Joint Station Committee	1,886,000	—	1,886,000	—	—	105,500	3	3
Nottingham Suburban	<i>Worked by the Great Northern.</i>							
Oldham, Ashton-under-Lyne, and Guide Bridge Junction.	340,000	—	340,000	292,300	—	60,000	4½	4½
Ogby and Aylesbury Tramroad	<i>Worked by the Metropolitan.</i>							
Pearth Extension	<i>Lined to the Taff Vale.</i>							
Pearth Harbour, Dock, and Railway	<i>Lined to the Taff Vale.</i>							
Penzance, Newlyn, and West Cornwall Light.	170,000	56,000	226,000	—	—	—	—	—
Plymouth and Dartmouth	411,000	125,700	536,700	35,000	NH	—	—	—
Plymouth, Devonport, and South Western Junction.	<i>Worked by the London and South-Western.</i>							
Portsmouth, Gosport, and Reddick Extension	48,000	15,800	63,800	26,000	NH	—	—	—
Port Talbot Railway and Docks	1,330,000	260,000	1,590,000	625,700	NH	—	—	—
Potteries Electric Traction (Potteries Light Railway).	—	—	—	—	—	—	—	—
Princes Risborough	<i>Worked by the Great Western.</i>							
Ravensglass and Eskdale	36,000	12,000	48,000	24,000	NH	—	—	—
Redruth and Chacewater	48,800	7,600	56,400	48,800	NH	—	—	—

31st December 1900.—ENGLAND AND WALES—continued.

have been recently increased by conversion, consolidation, or division of their stocks.
is the figure given in Roman type.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					TOTAL PAID UP CAPITAL, including Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preference.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
Amount.	Per cent.	Rate of Dividend paid.		£	£	Per cent.	Amount.		Rate of Interest.	£	£
13,755	5	5	72,534	—	—	—	—	—	72,534	—	*Borrowing powers exercised by the "North-Eastern" Company, and amount included in the return of that Company.
—	—	—	244,240	—	—	72,000	4½	72,000	316,240	—	
Companies.											
—	—	—	—	—	—	—	—	—	—	—	(Railways authorised under the Light Railways Act, 1896.
200,000	4½	4½	2,970,400	—	—	6,500	4	608,866	2,941,250	—	*Ministers, 1916, 4½; 1890, 5.
700,000	—	—	—	—	—	904,356	4½	—	—	—	
2,042,353	3	3	1,443,473	—	—	2,745,000	3	2,745,000	10,189,462	222,370	
1,021,213	3	3	1,022,672	—	—	500,000	3	500,000	1,291,212	—	
8,640	4	Nil	24,482	6,300*	5	—	—	9,300	30,782	—	*Capitalised value of Land Rent "bonus". The Company was incorporated in June 1900. In 1890 the Company obtained an Order under the Light Railways Act, 1896, to work as a Light Railway. The Order also authorised an extension, and the raising of additional capital.
Canal's Quay " Railway Companies; the Capital is included in the returns of those Companies.											
17,390	6	Nil	83,343	—	—	32,477	4	45,040	120,433	—	
—	—	—	—	—	—	3,063	6	—	—	—	
—	—	—	—	—	—	4,145	4	4,145	4,145	—	(Extension authorised under the Light Railways Act, 1896.
—	—	—	—	—	—	—	—	—	—	—	
—	—	—	918,206	—	—	—	—	—	918,200	—	The Station is worked by the Great Central and Great Northern Companies.
—	—	—	332,396	—	—	46,600	4	46,000	378,900	—	*The line is worked jointly by the "Great Central" and "London and North-Western" Railway Companies, and the railway capital is subscribed by them. The borrowing powers have been transferred to and as exercised by the Companies jointly. The net revenue after payment of dividend and interest on Capital and interest on Debenture Stock is divided equally between the two Companies.
—	—	—	—	—	—	—	—	—	—	—	
75,000	5	Nil	201,000	4,000	3	20,070	4	24,370	225,370	—	(Railway authorised under the Light Railways Act, 1896.
65,000	5	Nil	—	200	5	—	—	—	—	—	
25,000	5	—	—	—	—	—	—	—	—	—	
—	—	—	25,000	120	5	—	—	8,330	33,330	—	
578,718	4	2	1,211,200	8,000	2½	—	—	270,930	1,489,220	—	*Amount paid in advance of calls upon which interest at the rate of 5 per cent. per annum is payable.
8,672*	3	3	—	—	—	274,320	4	—	—	—	(Railway authorised under the Light Railways Act, 1896.
—	—	—	—	—	—	—	—	—	—	—	*The Company also owns lines authorised under the Tramways Act, 1870. For account of capital see Tramway Returns.
—	—	—	24,900	3,000	6	—	—	8,000	22,900	—	
—	—	—	48,930	5,400	8	—	—	7,500	56,430	—	

No. 1.—AMOUNT OF CAPITAL, &c., upon the

NOTE.—The figures in italics show the amounts by which the Capitals of the various Companies
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Rhondda and Swansea Bay	978,000	328,000	1,306,000	421,331	NIL	—	—	—
Wylancwy	1,995,000	378,000	2,373,000	433,966 229,428* 204,538†	10 4 6	—	—	—
Robertsbridge and Povey Point	30,000	30,000	120,000	—	—	—	—	—
Rear and Mowmouth	Worked by the Great Western.							
Rother Valley Light	135,000	45,000	140,000	59,763	—	—	—	—
Rewick and Kettlewell Mineral	30,000	10,000	50,000	36,280	NIL	—	—	—
St. Austell and Freetown Railway, Harbour and Dock.	Private property. (No stated capital).							
St. David's	Undertaking abandoned under Act 33 & 34 Vict. c. 289.							
Salisbury Railway and Market House	Worked by the London and South-Western.							
Seaton railway and Harbour	Private property. (No stated capital).							
Sherburn, Thirlington, and West Riding Junctions	Worked by the North-Eastern.							
Sheffield and Midland Committee	Line owned by the "Great Central" and "Midland" Railway Companies; the Capital is							
Sheffield District	Worked by the Lancashire, Derbyshire and East Coast.							
Shoepye Light	70,000	10,000	80,000	30,945	NIL	—	—	—
Slough and Reading	675,000	—	675,000	—	—	50,000 625,000	4½ 6	4½ 6
Slough and Reading "Great Western" and "London and North-Western" Companies in respect of the.								
Stropeville	—	—	—	—	—	—	—	—
Stropeville Union Railway and Canal	Leased to the London and North-Western.							
Stretton	Worked by the London and South-Western.							
Swalehead District	20,000	5,000	25,000	20,000	NIL	—	—	—
Somerset and Dorset	1,967,000	1,280,513	3,247,513	652,294 360,000*	NIL 3½	—	—	—
South Eastern	24,120,255	1,447,340*	32,567,595	1,680,170 3,678,430† 3,678,430†	3 4 NIL	264,300 300,000	4½ 5½	4½ 5½
South Eastern	24,120,255	1,447,340*	32,567,595	494 20	NIL 4	—	—	—
London and Greenwich	1,064,800	232,325	1,311,125	643,540	9½	—	—	—

Leased to
South
Eastern.

31st December 1900.—ENGLAND AND WALES.—continued.

have been nominally increased by conversion, consolidation, or division of their stocks.
in the figures given in Roman type.

SHARE CAPITAL.				CAPITAL ISSUED BY LOANS AND DEBENTURE STOCK.				TOTAL PAID UP CAPITAL INCLUDING LOANS AND DEBENTURE STOCK.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.	
Preference.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.					
Amount.	Per cent. of Interest.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.	Total raised by Loans and Debenture Stock.			
£	Per cent.	Per cent.	£	£	£	£	£	£	£		
995,899	—	—	926,551	33,000*	—	324,900	—	269,900	1,395,551	—	*Capitalized value of South charges.
979,740	4	4	1,865,919	—	—	422,699	4	421,699	3,273,609	—	*Preferred Ordinary Stock. †Deferred Ordinary Stock.
3,340	6	10		—	—	—	—	—		—	
545,099	5	4	479,910	—	—	—	—	—	479,910	—	
—	—	—	—	—	—	—	—	—	—	—	{ Railway authorized under the Light Railways Act, 1896.
—	—	—	39,792	—	—	10,000	4	10,000	79,792	—	{ *Line opened for public traffic on the 26th March 1900. Dividend at the rate of 5 per cent. per annum was paid for the first month to the 31st July 1900, and at the rate of 10 per cent. per annum for the five months to the 31st December 1900.
—	—	—	26,356	—	—	10,000	4	10,000	46,356	—	
included in the Returns of these Companies											
—	—	—	26,965	—	—	—	—	—	26,965	—	{ Railway authorized under the Light Railways Act, 1896.
—	—	—	675,000	—	—	—	—	—	675,000	—	
—	—	—	—	—	—	—	—	—	—	—	{ There are neither Directors nor Officers appointed to this Company, which is not in working.
—	—	—	33,900	3,301	4	—	—	3,301	33,301	—	
36,435	4	Nd	1,223,829	—	—	520,000†	1	1,593,590	2,455,590	12,000	{ *First Extension Stock. In addition to the fixed dividend of 30 per cent. the holders of the stock were paid the 37th per cent. for the year ended 31st October 1900. †These stocks are entitled to a maximum rate of interest of 5 per cent. per annum, provided the net receipts of the company are sufficient to pay such rate. The company pays an annual sum of 254, by way of Redemption, in respect of same purchased. *Subordinate relief of 250,000 in account of South charges granted by the company. †Preferred Stock (Deferred Stock). Stock in terms of call. *Dividend paid on 1st March 1900 from the January 1900, and on 31,000 from 1st January 1901. *Consisting of 22,100, which is to be paid, the total per cent. of the North-Eastern and other companies, and 3,000, to other companies.
175,690	5	Nd		—	—	523,000†	3				
				—	—	165,900†	4				
				—	—	643,375	5				
399,973	3	3	21,545,917	—	—	374,530	3				
1,430,973	3	5		—	—	175,000	3				
722,900	3	3		—	—	346,000	3	7,194,540	32,042,856	779,389*	
1,918,175	4	4		—	—	1,450,085	4				
1,027,008	4	Nd		—	—	1,000	4				
3,172,580	4	4		—	—	4,562,440	5				
3,660,520	5	5		—	—						
992,720	5	5	1,084,269	50,000	4	26,800	5	226,800	1,309,120	—	
						151,000	4				

*Capitalised value of Bond charges.

†Preferred Ordinary Stock.
‡Deferred Ordinary Stock.

Railway authorised under the Light Railways Act, 1896.

Time agreed for publication on the 25th March 1900. Dividend at the rate of 3 per cent. per annum was paid for the three months to the 31st of July 1900, and at the rate of 5 per cent. per annum for the five months to the 31st November 1900.

Railway authorised under the Light Railways Act, 1896.

There are neither Directors nor Officers appointed to this Company, which is not in working.

First Intention Stock. In addition to the first dividend of 3 per cent. the holders of the stock were paid 12s. 2½d. per cent. for the year ended 31st October 1900. These dividends are entitled to a maximum rate of interest of 5 per cent. per annum, provided the said receipts of the company are sufficient to pay such rate. The company pays an annual sum of 25d. by way of discount, in respect of being purchased.

*Subscription reflects 105,000 on account of discounts granted by the company. †Preferred Stock. (Preferred Stock.) Dividend 2½d. on 1,800,000. From 1st January 1901, and on 31st March 1901, and on 31st May 1901, 50,000 of the stock was converted into 50,000 of the new stock, and 50,000 of the old stock was converted into 50,000 of the new stock.

No. 1.—AMOUNT OF CAPITAL, &c., upon the

NOTE.—The figures in italics show the amounts by which the Capitals of the various Companies
These amounts are, in all cases, valuated

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
South Norfolk Light	100,000	30,000	130,000	—	—	—	—	—
Southport and Cheshire Lines Extension	<i>Worked by the Cheshire Lines Committee.</i>							
Southport and Lytham Trawford (Previously known as the Southport District Trawford Company).	250,000	80,330	330,330	—	—	—	—	—
South Wales Mineral	167,210	80,000	250,250	33,400	NIL	—	—	—
Southwell	40,000	30,000	70,000	30,000	NIL	—	—	—
South Yorkshire Junction	<i>Worked by the Hull, Barnsley, and West Riding Junction.</i>							
Strass and West Drayton	<i>Amalgamated with the Great Western under Act 63 and 64 Vict. c. 100.</i>							
Stratford and Evesham	<i>Worked by the Great Northern.</i>							
Strettonbridge	60,000	20,000	80,000	30,000	NIL	—	—	—
Stratford-upon-Avon, Tewkesbury, and Midland Junction.	<i>See under East and West Junction.</i>							
Stroud and Painswick (Light)	40,000	10,000	50,000	—	—	—	—	—
Sutton and Willoughby	<i>Worked by the Great Northern.</i>							
Sutton Bridge Railway and Dock	162,225	167,700	329,925	114,840	NIL	—	—	—
Swansea and Mumbles	120,000	80,000	200,000	40,000	4½	—	—	—
Yale *	1,995,777	1,865,029	3,461,406	5,192,284	2½	—	—	—
				3,314,234	2½	—	—	—
Swale to the Tuff Vale.								
Aberdare	50,000	10,000	60,000	—	—	30,000	10	10
Peworth Extension	10,000	5,000	15,000	10,000	—*	—	—	—
Peworth Harbour, Dock, and Railway.	772,000	287,000	1,059,000	772,000	5½	—	—	—
Talylyn	10,000	5,000	15,000	10,000	NIL	—	—	—
Tenai Valley Light	10,000	5,000	15,000	3,320	NIL	—	—	—
Teign Valley	<i>Worked by the Great Western.</i>							
Tenbury	30,000	—	30,000	—	—	30,000	4½	4½
Tenterden	300,000	100,000	400,000	—	—	—	—	—
Torrington and Olchampton	280,000	83,333	363,333	10,000	NIL	—	—	—
Tottenham and Forest Gate	<i>Worked by the Midland.</i>							
Tottenham and Hampstead Junction	500,000	100,000	600,000	273,170	9½	—	—	—
Trent Valley Light	80,000	27,500	107,500	—	—	—	—	—
Uck Valley	100,000	40,000	140,000	—	—	—	—	—
Uxbridge and Rickmansworth	300,000	60,000	360,000	—	—	—	—	—

31st December 1900.—ENGLAND AND WALES—continued.

have been recently increased by conversion, consolidation, or division of their stocks.
In the figures given in Roman type.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBTENTURE STOCK.						Total paid up CAPITAL including Loans and Debtenture Stock.	SUBSIDIES TO OTHER COMPANIES.	REMARKS.
Preferred.			Total Paid-up Stock and Share Capital.	Loans.		Debtenture Stock.		Total raised by Loans and Debtenture Stock.				
Amount.	Per cent.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£		
—	—	—	—	—	—	—	—	—	—	—	{ Railway authorised under the Light Railway Act, 1896.	
—	—	—	—	—	—	—	—	—	—	—		
105,379	6	NH	105,379	65,700	5	—	—	49,000	509,990	—	On the 30th September 1899. * Capitalised value of Land Recharges.	
9,900	5	NH	48,500	706	4	11,060	4	27,626	76,536	—	* Capitalised value of Recharges.	
—	—	—	—	—	—	—	—	—	—	—		
36,000	5	5	68,000	4,000	4	—	—	15,000	84,000	—	* Dividend guaranteed by Messrs. Samuel Fox and Company, Limited.	
—	—	—	—	—	—	—	—	—	—	—	{ Line not constructed. Power lapses in 1896.	
17,200	6	NH	132,040	35,000	4	—	—	37,300	169,340	—	{ The Company has created Recharges to the amount of 500,000, for which the Board are insufficient to pay these charges.	
75,500	4	4	115,500	—	—	30,000	4	30,000	145,500	—	{ This undertaking is wanted by the Government and the London and North-Western Railway Company. For further particulars see Railway Returns.	
2,362,286	4	4	1,561,575	—	—	1,562,258	3	1,562,258	8,923,898	—	{ In addition to paying interest on capital, the Company paid 10,000 for Recharges, &c.	
521,841	4	4	3,645,225	—	—	327,221	3	327,221	5,768,618	—		
—	—	—	20,000	—	—	—	—	—	20,000	—		
—	—	—	15,000	—	—	5,000	4	2,000	20,000	—	* The total amount paid as dividend on the ordinary capital of the Company was 4638 10. 4d.	
—	—	—	775,000	—	—	71,530	3	275,000	1,059,530	—		
—	—	—	15,000	—	—	—	—	—	15,000	—	On the 30th September 1899.	
—	—	—	3,529	—	—	—	—	—	3,529	—	{ Railway authorised under the Light Railway Act, 1896. A capital note not according to the Treasury subject to certain conditions.	
—	—	—	30,000	—	—	—	—	—	30,000	—	* Amount allocated to be advanced to the Company by various Local Authorities.	
—	—	—	—	—	—	—	—	—	—	—	{ The line is worked jointly by the "Great Western" and "London and North-Western" Companies.	
—	—	—	15,000	—	—	—	—	—	15,000	—	On the 30th June 1900.	
17,500	4	4	427,500	157,183	4	—	—	127,183	554,683	—	{ Line worked by the "Great Eastern" and "Midland" Companies.	
26,830	5	5	—	—	—	—	—	—	—	—		
106,900	5	5	—	—	—	—	—	—	—	—	{ Railway authorised under the Light Railway Act, 1896.	
—	—	—	—	—	—	—	—	—	—	—		
—	—	—	—	—	—	—	—	—	—	—		

No. 1.—AMOUNT OF CAPITAL, &c., upon the

NOTE.—The figures in italics show the amounts by which the Capitals of the various Companies
These amounts are, in all cases, limited

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stocks.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
<i>Vale of Glamorgan</i>	<i>Worked by the Barry.</i>							
Vale of Rhedol Light	61,000	17,000	78,000	750	NIL	—	—	—
Aberystwyth Extension	63,000	21,000	84,000	—	—	—	—	—
<i>For</i>	<i>Worked by the Cambrian.</i>							
Ventnor Inland Light	2,000	—	2,000	7	NIL	—	—	—
Victoria Station and Platform	412,000	127,000	539,000	225,000	9	—	—	—
<i>Wentlow and City</i>	<i>Worked by the London and South-Western.</i>							
Wentlow, Edgware, and London	220,000	70,000	290,000	—	—	—	—	—
Webster's Brickworks Company's Line	10,000	2	10,000	—	—	—	—	—
Welspool and Llanfair Light	10,000	12,100	22,100	1,750	NIL	—	—	—
West Cornwall	<i>See under Great Western.</i>							
West Lancashire	<i>* Undertaking transferred to Lancashire and Yorkshire Company. For Capital see under</i>							
West London	180,000	—	180,000	—	—	108,180 64,000 12,200	3 25 6	2 35 6
West London Extension	553,000*	125,000	748,000	553,000*	NIL	—	—	—
West Manchester Light	60,000	16,000	66,000	—	—	—	—	—
West Metropolitan	180,000	60,000	240,000	—	—	—	—	—
Western, Clevedon and Portlough Light Railways.	Returns incomplete.							
West Riding and Grimsby Joint Committee.	Line owned by the "Great Central" and "Great Northern" Railway Companies; the							
West Somerset	<i>Loaned to the Great Western.</i>							
West Somerset Mineral	75,000	30,000	105,000	41,200	5	—	—	—
Weymouth and Portland	75,000	25,000	100,000	75,000	4½	—	—	—
Whitechapel and Bow	900,000	720,000	1,580,000	590,000	2*	—	—	—
Wigan Junction	<i>Worked by the Great Central.</i>							
Windsor and Ascot	420,000	130,000	550,000	—	—	—	—	—
Winnal	764,000	292,970	1,056,970	290,870	NIL	—	—	—
Woodside and South Crofton Joint Committee.	Line owned by the "London, Brighton, and South Coast" and "South-Eastern" Railway							
Wotton-under-Edge Light	50,000	10,000	60,000	—	—	—	—	—
Workington Railways and Docks	480,000	120,000	600,000	—	—	—	—	—
Wrexham and Shrewsbury	<i>Worked by the Cambrian.</i>							
Wrexham, Mold, and Connah's Quay	807,750	608,415	1,396,165	608,118	NIL	—	—	—
				19,740	NIL	—	—	—
Buckley	90,000	86,000	120,000	44,972	3	—	—	—
Wye Valley	<i>Worked by the Great Western.</i>							
Yorkshire Dales (Skipton to Guisborough)	45,000	10,000	60,000	15,364	NIL	—	—	—
TOTAL ENGLAND AND WALES	741,394,130	315,107,900	1,056,502,030	339,277,730	—	94,820,497	—	—
				61,812,720	—	12,620,864	—	—

31st December 1900.—ENGLAND AND WALES—continued.

have been recently increased by conversion, consolidation, or division of their stocks. In the figures given in Roman type.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.						TOTAL PAID UP CAPITAL including Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.				
Amount.	Per cent. of Paid up Capital.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£		
—	—	—	150	—	—	—	—	—	700	—		
—	—	—	—	—	—	—	—	—	—	—	The extension was authorised under the Light Railways Act, 1890.	
—	—	—	7	—	—	—	—	—	7	—	Railway authorised under the Light Railways Act, 1890.	
130,000	4½	4½	335,000	—	—	132,322	4½	132,322	467,322	—		
—	—	—	—	—	—	—	—	—	—	—		
—	—	—	—	—	—	—	—	—	—	—		
—	—	—	1,780	—	—	—	—	—	1,780	—	Railway authorised under the Light Railways Act, 1890. A capital sum not exceeding £2,000 is granted by the Treasury subject to certain conditions.	
Leamington and Yarmouth.												
—	—	—	180,380	—	—	—	—	—	180,380	—		
—	—	—	535,000	12,000	4	—	—	12,000	598,900	—	* Amount authorised to be subscribed by the owning Companies. † Amount subscribed by the owning Companies.	
—	—	—	—	—	—	—	—	—	—	—	Railway authorised under the Light Railways Act, 1890.	
—	—	—	—	—	—	—	—	—	—	—		
—	—	—	—	—	—	—	—	—	—	—		
Capital is included in the Returns of these Companies.												
32,500	6	6	75,000	12,700	2	14,300	3	30,000	103,900	10,000		
—	—	—	75,000	—	—	14,236	4	22,000	100,000	—	Line worked by the "Great Western" and "London and South Western" Companies.	
—	—	—	380,000	—	—	126,672	4	126,672	736,672	—	* Interest paid out of capital.	
—	—	—	—	—	—	—	—	—	—	—		
228,204	4	4	543,250	74,020	3½	124,021	3	210,041	732,061	—		
25,110	4½	4½	—	—	—	2,000	4	—	—	—		
—	—	—	—	—	—	17,800	3	17,800	17,800	—		
Companies: the Capital is included in the Returns of these Companies.												
—	—	—	—	—	—	—	—	—	—	—		
—	—	—	—	—	—	—	—	—	—	—	Railways authorised under the Light Railways Act, 1890.	
114,327	4	NIL.	572,643	428*	3	287,903	4	346,609	1,578,444	202,904	* Capitalised value of Land Reimbursements.	
—	—	—	18,749	—	—	45,800†	—	45,800†	35,160†	—	† Nominal reduction of Capital.	
—	—	—	—	—	—	—	—	—	—	—		
10,800	5	5	64,672	—	—	—	—	—	64,672*	—	* Balance of 1,000 ordinary capital, 200 preference capital, and 2,000 debentures is charged for A Debenture Stock of the Victorian Rail and Coastal Quay Railway Company.	
—	—	—	11,364	—	—	—	—	—	11,364	—		
220,427,931	—	—	704,745,164	20,700,465	—	224,702,368	—	224,702,417	970,147,381	35,767,365	(TOTAL ENGLAND AND WALES.	
22,331,451	—	—	102,715,173	5,032	—	40,774,072	—	40,720,011	242,426,735	—		

No. 1.—AMOUNT of CAPITAL, &c., upon the

NOTE.—The figures in *Italics* show the amounts by which the Capitals of the various Companies These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORIZED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	per cent.	£	Per cent.	Per cent.
Aberdeen, Gillies and North Berwick	Amalgamated with the North British under Act 43 and 64 Vict. c. 399.							
Arbroath and Forfar	Leased to the Caledonian.							
Ayr and Maybole	Leased to the Glasgow and South-Western.							
Barnet Light	17,000	0,000	22,000	—	—	—	—	—
Brechin and Edzell District	Worked by the Caledonian.							
Caledonian	42,667,247	11,281,500	33,990,857	0,277,120* 11,550,500† 11,550,800‡ 2,536,025§ 270,085	4 3 1 Nil. Nil.	8,549,556*	4	4
				12,554,800 2,754,682	— Nil.	2,352,354	4	4
Arbroath and Forfar	220,000	16,000	236,000	120,000	6	90,000	5	6
Brechin and Edzell District	22,500	14,166	36,666	37,320	Nil	—	—	—
Callander and Oban	633,000	284,000	1,117,000	270,710	2½	—	—	—
Cathcart District	284,000	194,320	478,320	284,000	2½	—	—	—
Dunfermline and Newtyle	160,000	30,000	190,000	111,626	1½	—	—	—
Edin.	27,000	9,000	36,000	20,788	Nil	—	—	—
Leamington and Ayrshire	478,000	223,000	701,000	282,820	4½	—	—	—
Leamington and Dundee & Perthshire	1,212,000	387,333	1,599,333	1,211,000	4	—	—	—
Salisbury Junction	144,872	—	144,872	148,872	3	—	—	—
Callander and Oban	Worked by the Caledonian.							
Cathcart District	Worked by the Caledonian.							
Dunfermline	25,500	7,500	33,000	7,201	Nil.	—	—	—
Dunfermline and Newtyle	Leased to the Caledonian.							
Edinburgh and Bathgate	Leased to the North British.							

31st December 1900.—SCOTLAND.

have been specially increased, by conversion, consolidation or division of their stocks, in the figures given in Roman type.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					TOTAL PAID-UP CAPITAL, INCLUDING LOANS AND DEBENTURE STOCK.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preference.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
Amount.	Percentage.	Rate of Dividend.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
—	—	—	—	—	—	—	—	—	—	—	{ Railway authorised under the Light Railways Act, 1896. On the 31st January 1901. Unconverted Stock. + Preferred Converted Ordinary Stock. + Deferred Converted Ordinary Stock. + Deferred Ordinary Stock No. 1. + Deferred Ordinary Stock No. 2. In this account are included two sums of £66,374 and £83,827, half of the interest on the former sum is repaid by the Caledonian Company to the North British Company, and one-half of the interest on the latter by the Glasgow and North Western Company.
8,525,514	4	4	31,780,590	—	—	9,878,290	4	9,878,291	61,438,877	1,706,064	
1,639,890	5	5									
1,475,002	4	4	18,269,448	—	—	—	—	—	18,269,448	—	
—	—	—	229,850	—	—	—	—	—	229,850	—	
—	—	—	37,326	—	—	—	—	—	37,326	—	On the 31st January 1901.
58,966	4	4	670,768	—	—	162,690	4	162,690	813,185	—	On the 31st January 1901.
305,000	4½	4½	984,000	—	—	157,530	4	157,530	443,550	—	On the 31st January 1901.
—	—	—	111,500	—	—	—	—	—	111,500	—	On the 13th April 1894.
4,000	4	4	24,785	6,000	5½	—	—	6,000	86,785	—	
—	—	—	322,850	—	—	225,000	4	225,000	607,880	—	
—	—	—	1,231,620	—	—	812,323	4	812,323	1,023,923	—	On the 31st January 1901.
—	—	—	143,873	—	—	—	—	—	143,872	—	{ By Act 54 & 55 Vict. c. 132, the Railway Junction Railway is vested in the Caledonian Railway Company. The Act also amends all previously existing Statutes of the Company, and so transfers the issue of 148,872 Railway Railway (Caledonian Guaranteed) 2 per cent. Annuities Stock.
—	—	—	7,201	—	—	—	—	—	7,201	—	{ Railway authorised under the Light Railways Act, 1896. A capital sum of £4,000 is granted by the Treasury subject to certain conditions.

{ Railway authorised under the Light Railways Act, 1896.

On the 31st January 1901.
 *Unconsolidated Stock.
 †Preferred Converted Ordinary Stock.
 ‡Deferred Converted Ordinary Stock.
 §Deferred Ordinary Stock No. 1.
 ¶Deferred Ordinary Stock No. 2.
 ¶The £100,000 are included two sums of £50,000 and £50,000, half of the interest on the former sum is repaid to the Caledonian Company by the North British Company, and one half of the interest on the latter by the Glasgow and South Western Company.

On the 31st January 1901.

On the 31st January 1901.

On the 31st January 1901.

On the 30th April 1894.

On the 30th January 1901.

By Act 58 & 59 Vict. c. 132, the Railway Junction Railway is vested in the Caledonian Railway Company. The Act also surrenders all previously existing Stocks of the Company, and authorises the issue of 148,578 Railway Junction Railway (Caledonian Guaranteed) 2 per cent. Annuity Stock.

{ Railway authorised under the Light Railways Act, 1896. A capital sum of £4,000 is granted by the Treasury subject to certain conditions.

No. 1.—AMOUNT OF CAPITAL, &c., upon the

NOTE.—The figures in *italics* show the amounts by which the Capitals of the various Companies
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND					
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.			
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	
Kynesseth	£	£	£	£	Per cent.	£	Per cent.	Per cent.	
Finlism	Amalgamated with the North British Company under Act 43 & 44 Vict. c. 200.								
Forth and Clyde Junction	9,000	3,000	12,000	8,962	NH	—	—	—	
North Bridge	Lent to the North British.								
North Bridge	Worked by the North British.								
Griffith and Garvald	75,000	25,000	100,000	75,000	NH	—	—	—	
Glasgow and Renfrew District	224,000	75,000	299,000	128,420	NH	—	—	—	
				5,327,330*	2½	1,325,000	4	4	
				5,327,330*	1½	100,450	4	4	
				442,380*	NH				
Glasgow and South-Western	34,291,711	4,243,521	38,535,232	3,427,920	—	287,500	4	4	
				442,380	NH				
Lent to be worked by the Glasgow and South-Western.									
Ayr and Maybole	34,200	—	34,200	34,200	7	—	—	—	
Kilmarnock and Troon	40,000	—	40,000	40,000	5	—	—	—	
Glasgow District Railway	1,500,000	177,500	1,677,500	750,000	1½	—	—	—	
				920,133*	2½	1,230,225	4	4	
				1,023,662*	NH	352,500	4	4	
				297,500	NH				
Great North of Scotland	5,210,753	1,065,000	6,275,753	1,023,662	—	337,500	4	4	
				297,500	—				
Highland	5,223,113	2,316,000	7,539,113	2,564,263	NH	70,000	6	6	
Invergary and Port Angus	275,000	95,000	370,000	225,015	NH	—	—	—	
KDin	Worked by the Caledonian.								
Kilmarnock and Troon	Lent to the Glasgow and South-Western.								
Kilguth and Bonyhede	130,000	45,200	181,200	131,200	2½	—	—	—	
Leamthorpe and Ayrshire	Worked by the Caledonian.								
Leamthorpe and Dunbartonshire	Worked by the Caledonian.								
London Light	45,000	15,000	60,000	37,124	NH	—	—	—	

31st December 1900.—SCOTLAND.—continued.

have been nominally increased by conversion, consolidation, or division of their stocks in the figures given in Roman type.

[SHARE CAPITAL.]				CAPITAL RAISED BY LOANS AND DEFERRED STOCK.				TOTAL PAID-UP CAPITAL, INCLUDING LOANS AND DEFERRED STOCK.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.	
Preferential.			Total paid-up Stock and Share Capital.	Loans.		Deferred Stock.					
Amount.	Preferential Rate or Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£.	Per cent.	Per cent.	£.	£.	Per cent.	£.	Per cent.	£.	£.		
—	—	—	8,908	1,750	4½	—	—	1,750	10,372	—	The receipts never equalled the working expenses, and in consequence the working of the line was discontinued in 1860.
—	—	—	75,000	—	—	—	—	—	75,000	—	The Company was incorporated under Act 24 & 25 Vict. c. 50 for the construction of a railway subject to the provisions of the general Railway Acts, but by an Order under the Light Railways Act, 1896, the Company is authorised to construct and work the railway as a light railway.
—	—	—	128,400	—	—	—	—	—	128,400	—	
1,892,150	4	4	18,639,621	—	—	3,775,840	4	3,775,840	22,214,971	164,681	On the 31st January 1900. *Preferred Ordinary Stock. †Deferred Ordinary Stock.
1,825,941	4	4									
285,000	4	4									
243,000	4	4									
405,000	4	4									
258,450	4	4	4,631,621	—	—	—	—	—	4,631,621	—	
178,547	4	4									
—	—	—	24,500	—	—	—	—	—	24,500	—	*Reserving powers transferred to the "Glasgow and South-Western" Company.
—	—	—	40,000	—	—	—	—	—	40,000	—	
306,000	4	4	1,357,000	177,000	3	—	—	177,000	1,627,000	—	On the 31st January 1900.
505,000	4	4	5,345,298	9,320	8	1,367,298	4	1,369,618	7,108,007	—	On the 31st January 1900. *Preferred Converted Ordinary Stock. †Deferred Converted Ordinary Stock. ‡Deferred Ordinary Stock. No. 2, entitled to participate <i>pari passu</i> with the Ordinary Stock in any dividend beyond 2 per cent. A capital grant not exceeding £5,000, is granted by the Treasury, subject to certain conditions towards the cost of constructing the Fraserburgh and St. Combs Light Railway.
505,000	4	4									
247,737	4	4									
200,000	4	4									
360,000	4	4									
170,805	4	4	1,506,729	—	—	50,502	4	50,502	1,557,231	—	
55,737	4	4									
300,000	3½	3½									
290,130	3½	3½									
515,000	4	4									
513,620	4½	4½	4,633,243	—	—	1,250,007	4	1,920,640	6,573,883	—	On the 25th February 1900.
45,000	5	5				291,033	4½				
400,000	5	5									
50,000	5	5									
—	—	—	228,005	—	—	20,585	4	20,585	228,510	—	On the 31st January 1900.
—	—	—	151,980	—	—	43,300	4	43,300	155,280	—	On the 31st January 1900. The line is worked jointly by the "Colonsay" and "North British" Companies.
—	—	—	37,194	—	—	—	—	—	37,194	—	Railway authorised under the Light Railways Act, 1896.

No. 1.—AMOUNT of CAPITAL, &c., upon the

NOTE.—The figures in *italics* show the amounts by which the Capitals of the various Companies
These amounts are, in all cases, indicated

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Leith and Aberdeen, St. Fillans and Cairn	165,000	25,000	220,000	5,000	Nil	—	—	—
Motherwell and Bellshill	220,000	66,666	286,666	—	—	—	—	—
Muirkirk, Mauchline, and Dalmonnington	Undertaking abandoned under Act 63 & 64 Vict. c. 253.							
Newburgh and North Fife	180,000	60,000	240,000	—	—	—	—	—
Newport	Amalgamated with the North British under Act 63 & 64 Vict. c. 253.							
Lined to or worked by the North British.	Edinburgh and Bathgates	—	220,000	2,283,073 6,960,568	3 3	—	—	—
				2,283,073	3	—	—	—
				220,000	5	—	—	—
				102,000	7	64,000	5	5
				2,225,000	4	—	—	—
Lined to or worked by the North British.	Forth and Clyde Junction	774,999	3,066,999	2,225,000	4	—	—	—
				1,332,750	3	—	—	—
Lined to or worked by the North British.	Forth Bridge	639,583	2,469,583	600,575	3	—	—	—
				53,200	3	—	—	—
Lined to or worked by the North British.	West Highland	—	—	—	—	—	—	—
				—	—	—	—	—
North of Scotland	45,000	15,000	60,000	—	—	—	—	—
Paisley and Barrowland District	115,000	100,000	420,000	197,897	3*	—	—	—
Partick and Wigtownships Joint Committee	491,980	188,000	679,980	—	—	491,980	3½	3½
Skelmy Junction	Undertaking transferred to the Caledonian Company. For Capital, see under Caledonian.							
West Highland	Worked by the North British.							
Wick and Lybster Light	47,500	33,333	70,833	—	—	—	—	—
TOTAL SCOTLAND	123,267,777	39,031,105	162,298,882	3,634,327	—	13,074,198	—	—
				31,615,645	—	5,721,660	—	—

31st December 1900.—SCOTLAND—continued.

have been minimally increased by conversion, consolidation, or division of their stocks.
in the figures given in Roman type.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					TOTAL PAID-UP CAPITAL, including Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preference.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
Amount.	Preferential Rate of Dividend.	Half-yearly Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£		
—	—	—	5,090	—	—	—	—	5,090	—		
—	—	—	—	—	—	—	—	—	—		
—	—	—	—	—	—	—	—	—	—		
5,680	1	1	43,000,746	3,160	2½	—	—	—	—		
7,025,775	3	3	—	22,250	2½	—	—	—	—		
81,733,486	4	4	—	62,212	3	34,207,126	3	34,273,187	67,281,943	432,433	
5,330,000	4½	4½	—	25,750	3½	—	—	—	—	On the 31st January 1901.	
1,611,000	5	5	—	45,700	3½	—	—	—	—		
593,379	6	6	—	56,000	3½	—	—	—	—		
1,773,467	3	3	25,524,538	—	—	3,563,485	3	3,563,485	25,520,533	—	
2,237,354	4	4	—	—	—	—	—	—	—		
—	—	—	250,000	—	—	—	—	—	250,000	—	
4,220	5	5	191,360	—	—	61,506	4	61,535	252,965	—	
16,480	6	6	—	—	—	—	—	—	—	On the 31st January 1901.	
—	—	—	2,325,000	—	—	723,333	4	723,333	3,048,333	—	
—	—	—	266,873	—	—	223,330	3	223,360	1,144,223	—	
—	—	—	92,000	—	—	30,000	3	30,000	232,000	—	
—	—	—	—	—	—	—	—	—	—		
—	—	—	—	—	—	—	—	—	—	Railway authorised under the Light Railways Act, 1896. A capital sum of 20,000 is granted by the Treasury, subject to certain conditions.	
—	—	—	197,887	—	—	—	—	—	197,887	—	
—	—	—	461,960	25,700	3½	—	—	25,700	517,663	—	
—	—	—	—	—	—	—	—	—	—	On the 31st January 1901.	
—	—	—	—	—	—	—	—	—	—		
—	—	—	—	—	—	—	—	—	—	Railway authorised under the Light Railways Act, 1896. A capital sum of 20,000 is granted by the Treasury, subject to certain conditions.	
46,544,226	—	—	192,660,641	436,588	—	36,690,756	—	33,132,963	146,068,736	2,322,196	
6,534,560	—	—	40,630,276	—	—	2,245,727	—	2,245,727	43,376,963	—	
TOTAL SCOTLAND.											

No. 1.—AMOUNT OF CAPITAL, &c., upon the

NOTE.—The figures in *italics* show the amounts by which the Capitals of the various Companies
These amounts are, in all cases, *included*

NAME OF COMPANY.	AUTHORIZED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Ballycastle	10,000	43,000	135,000	51,634	1	10,000	5	5
Belfast and County Down (See also Downpatrick Killybegs, and Ardglass, p. 48.)	1,681,000	468,900	1,480,707	296,140	6	17,000	5	5
Belfast and Northern Counties	1,153,828	302,119	3,015,907	602,708	5½	—	—	—
Leased to or worked by the Belfast and Northern Counties Company.	Derry Central	220,000	100,000	320,000	5½	60,000	5	5
	Lisnardsy and Don- gavin	75,000	25,000	100,000	20,000* 45,733	5 5½	—	—
Central Ireland Railways	See under Great Southern and Western.							
City of Dublin Junction	See under Dublin, Wicklow, and Wexford.							
Glenashly Extension	Worked by the Cork, Brandon, and South Coast.							
Cork and Macroom Direct	120,000	90,108	154,368	92,669	2	—	—	—
Cork, Brandon, and South Coast	644,638	220,000	843,638	360,000	1	—	—	—
(See also Baltimore and Skibbereen, and Bantry Bay Extension, p. 46.)								
Worked by the Cork, Brandon, and South Coast Company.	Bantry Extension	70,000	50,000	105,000	30,000	5½	5	5
	Glenashly Extension	40,000	20,000	60,000	20,000	5½	5	5
	Ben Valley	80,000	45,500	125,500	27,500	5½	5	5
Cork, Blackrock, and Passage	200,000	80,000	326,000	55,790 21,320* 31,320*	5½ 5½ 5½	—	—	—
Derry Central	Worked by the Belfast and Northern Counties.							
Donagh	90,000	90,000	100,000	50,700	4½	17,500	5	5
Extensions—Separate Undertaking (See also Donagh and Killybegs, and Stranorlar and Glenties, p. 47.)	174,000	80,000	261,000	68,900	5½	—	—	—

31st December 1900.—IRELAND.

have been nominally increased by conversion, consolidation, or division of their stocks.
in the figures given in Roman type.

PAID-UP CAPITAL.				CAPITAL RAISED BY LOANS AND DEBT-STOCK.					TOTAL PAID-UP CAPITAL, including Loans and Debt-stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferred.			Total Paid-up Stock and Share Capital.	Loans.		Debt-stock.		Total raised by Loans and Debt-stock.			
Amount.	Per cent.	Rate of Interest.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Rate of Interest.	£	£	Per cent.	£	Per cent.	£	£	£	
—	—	—	64,634	—	—	27,630	4	27,630	92,323	—	
990,000	4	4	911,583	3,807*	5	125,000	5	336,433	1,943,794	—	*Capitalized value of Loan Bonifarges.
50,000	4½	4½				100,000	4				
948,141	5	5									
128,049	3	3	2,014,328	—	—	730,000	4	730,000	2,753,328	130,693	
993,063	4	4									
55,575	4	4	55,575	—	—	—	—	—	55,575	—	
35,110	5	NIL	120,340	100,000	4	—	—	100,000	220,340	—	
—	—	—	66,738	10,001	4	—	—	10,001	86,738	—	
44,150	5	5	138,500	—	—	74,750	4	74,750	210,990	—	
294,872	4	4	602,872	—	—	227,344	4	169,900	771,672	17,300	
48,000	5½	5½				71,450	4½				In addition to the sums raised by the issue of stocks and shares, the Company has received 15,000 £ from Government towards the construction of the Buxley Bay Extension Line.
—	—	—	70,000	—	—	35,000	5	35,000	105,000	—	
—	—	—	40,000	—	—	20,000	4	20,000	80,000	—	*Baronial Shares. Guaranteed
—	—	—	80,000	—	—	40,000	4	40,000	120,000	—	*Baronial Shares. Guaranteed
20,000	4	NIL	228,340	—	—	77,330	4	80,330	306,670	—	*Preferred Shares.
80,000	4	NIL				300	4½				†Deferred Shares.
2,000	5	NIL				2,000	4½				
90,000	4	4	90,000	—	—	47,150	4	83,012	133,012	—	
—	—	—				90,482	5				On the 1st November 1900.
—	—	—	83,000	—	—	17,000	4	97,500	134,500	—	*Interest paid at varying rates. The average rate for 1900 was 2½ per cent. per annum.
—	—	—				20,000	—				*Interest paid at varying rates. The average rate for 1900 was 4½ per cent. per annum.

*Capitalized value of Lead Recharges.

*Interest guaranteed by the Midland Company of London at 5 per cent. per annum on this amount for 25 years from the opening of the railway until the 4th July 1904.

In addition to the sums raised by the issue of stocks and shares, the Company has received 15,000 £ from Government towards the construction of the Bantry Bay Extension Line.

*Baronial Shares. Guaranteed.

*Baronial Shares. Guaranteed.

*Preferred Shares.
†Deferred Shares.

On the 1st November 1900. Interest paid at varying rates. The average rate for 1900 was 2½ per cent. per annum.

*Interest paid at varying rates. The average rate for 1900 was 4½ per cent. per annum.

No. 1.—AMOUNT of CAPITAL, &c., upon the

NOTE.—The figures in *italics* show the amounts by which the Capitals of the various Companies
Those amounts are, in all cases, rounded.

NAME OF COMPANY.	AUTHORIZED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
<i>Dublin and Kingstown</i>	<i>Licensed to the Dublin, Wicklow, and Wexford.</i>							
Dublin, Wicklow, and Wexford	2,025,000	925,235	2,950,235	700,150	Nil	—	—	—
City of Dublin Junction	300,000	150,000	450,000	25,000	Nil	225,000	4	4
<i>Licensed to the Dublin, Wicklow, and Wexford.</i> } <i>Dublin and Kingstown</i>	350,000	110,000	460,000	560,000	9½	—	—	—
Dundalk, Newry, and Greenore	450,000	—	450,000	370,900	Nil	—	—	—
Great Northern of Ireland	6,352,554	2,308,188	8,660,742	3,695,411	6½	509,370	4	4
				—	—	147,554	4	4
Great Southern and Western of Ireland	7,916,635	2,943,544	10,860,179	5,325,329	5	1,635,155	4	4
Central Ireland Separate Undertaking. (See also Headford and Kermore, and Killoggin and Valentia, p. 66.)	297,480	80,000	377,480	27,480	1½	—	—	—
<i>Des Valley</i>	<i>Worked by the Cork, Brandon, and South Coast.</i>							
Kingscourt, Kesh, and Armagh	500,000	250,000	750,000	1,250	Nil	—	—	—
<i>Latterkeney</i>	<i>Worked by the Londonderry and Lough Swilly.</i>							
<i>Lisnawilly and Dungannon</i>	<i>Worked by the Belfast and Northern Counties.</i>							
<i>Limerick and Kerry</i>	<i>Worked by the Waterford, Limerick, and Western.</i>							
Lisnawilly and Ballyvaughan	28,000	11,000	39,000	20,000	Nil	—	—	—
Londonderry and Lough Swilly	170,000	44,385	214,385	51,519	7	5,000	4	4
<i>Worked by the Londonderry and Lough Swilly.</i> } <i>Latterkeney</i>	150,000	122,000	272,000	57,155	Nil	—	—	—
Midland Great Western of Ireland (See also Ballinrobe and Claremorris, and Longhues and Athyney, p. 44; and Achill Extension; Ballinas and Kilbela; Galway and Clifden; and Westport and Mallesmay, p. 46.)	4,631,540	2,567,300	7,198,840	2,370,000	4	452,235	4	4

31st December 1900.—IRELAND—continued.

have been nominally increased by conversion, consolidation, or division of their stocks.
in the figures given in Roman type.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.						TOTAL PAID-UP CAPITAL, including Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.			
Preference.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.							
Amount.	Per cent.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.								
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	£				
120,000	4	Nil	1,770,150	—	—	490,815	4	530,227	2,322,377	—					
150,000	4½	Nil		—	—	227,980	4½	—	—	—					
150,000	5	Nil		—	—	94,430	4½	—	—	—					
180,000	5	Nil		—	—	—	—	—	—	—					
300,000	5	2½		—	—	—	—	—	—	—					
200,000	4	5		—	—	—	—	—	—	—					
20,000	4	Nil	300,000	—	—	123,580	4	123,580	423,580	—					
—	—	—	320,000	100	Nil	60,000	3½	60,000	411,300	—					
—	—	—	370,000	—	—	—	—	—	370,000	—		Borrowing powers transferred to the "London and North-Western" Company.			
1,310,885	4	4	5,085,580	—	—	2,331,470	4	2,123,470	7,518,050	2,000					
6,250	4	4	148,254	—	—	125,500	4	270,500	553,454	—					
—	—	—	4,600,871	—	—	2,053,728	4	2,053,728	9,894,600	438,291					
—	—	—	27,480	—	—	—	—	—	27,480	—					
—	—	—	1,280	—	—	—	—	—	1,280	—					
—	—	—	22,000	11,000	5	—	—	11,000	33,000	—					
48,025	5	5	165,944	10,400	3½	9,200	3½	30,000	141,544	—					
—	—	—	67,166	65,000	4	—	—	65,790	144,006	—					
—	—	—	—	2,700	6	—	—	—	—	—					
905,000	4	4	4,027,236	—	—	1,370,927	4	2,347,966	4,375,203	—					
300,000	5	5	—	—	—	799,330	4½	—	—	—					
—	—	—	—	—	—	201,500	4½	—	—	—					

No. 1.—AMOUNT OF CAPITAL, &c., upon the

NOTE.—The figures in *italics* show the amounts by which the Capitals of the various Companies
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Parsantown and Portlanna Bridge	—	—	—	—	—	—	—	—
Rothkiss and Newcastle Junction	Worked by the Waterford, Limerick, and Western.							
Sligo, Loughlin, and Northern Counties	200,000	250,000	450,000	100,000	Nil	50,000	5	5
Southern	Worked by the Waterford, Limerick, and Western.							
Trillick and Fennell	Worked by the Waterford, Limerick, and Western.							
Waterford and Central Ireland	Amalgamated with Great Southern and Western, under Act 63 & 64 Vict. c. 248.							
Waterford and Tramore	68,000	10,500	77,500	68,000	5	—	—	—
Waterford, Limerick, and Western (See also Athlone and Trane Extension to Clonsilla, p. 44, and Dollymore and Clonsilla, p. 46)	1,755,432	940,931	2,744,413	267,550	Nil	120,000	4	4
Limerick and Kerry	124,000	285,000	410,000	110,000	Nil	14,900	5	5
Rothkiss and Newcastle Junction	28,100	64,370	122,500	16,703	Nil	—	—	—
Southern	281,000	160,000	382,000	71,320	Nil	62,900	5	5
Trillick and Fennell	45,000	15,000	60,000	18,850	Nil	20,000	5	5
TOTAL	30,334,750	12,280,822	42,615,572	15,976,603	—	3,667,471	—	—
						141,554	—	—

Worked by the Waterford,
Limerick, and Western

31st December 1900.—IRELAND—continued.

have been nominally increased by conversion, amalgamation, or division of their stocks.
In the figures given in Roman type.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					Total Paid-up CAPITAL, including Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
Amount.	Percentage of Rate of Interest.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
—	—	—	—	—	—	—	—	—	—	—	The line was taken possession of by a creditor on 6th January 1879, and has been closed for traffic since that date.
50,000	5	Nil	200,000	—	—	200,000 60,000 75,000 67,500	3½ 4 4 Nil	292,750	490,750	—	The interest to which these debenture stocks are entitled is non-accumulative. Interest was paid at the rate of 3½ per cent. per annum on the 75,000l. for the year 1899.
50,000	5	5	50,000	14,500	4	—	—	14,500	72,500	—	
325,587 715,645 7,550 50,005	3½ 4 5 5½	3½ 4 5 5½	1,793,087	—	—	508,245 41,150 30,000 375,074	4 4½ 4½ 5½	594,394	2,785,481	115,904	This company is in course of being wound up, commenced on the amalgamation of the undertaking with that of the Great Southern and Western. The returns for 1899 are not yet available. The figures given are those relating to the year 1898.
25,000 45,000	5½ 4	5½ 4	71,577	—	—	—	—	—	71,577	—	
—	—	—	194,900	15,800	6	175,550 17,500 75,708	4 4 4	270,658	404,908	—	The Company was authorised by its Act of 1884 to convert guaranteed shares and debenture loans into debenture stock.
50,000	5	Nil	20,000	16,000	5	1,500 2,500 74,300	4½ 4½ 5	94,300	121,185	—	
67,500	5	Nil	292,870	71,000	4	54,800	4	105,800	307,708	—	
—	—	—	43,500	15,000	5	—	—	15,000	58,500	—	
6,000,216	—	—	28,583,544	374,500	—	11,634,100	—	12,008,600	36,296,438	882,971	TOTAL.
123,703	—	—	875,000	—	—	280,000	—	280,000	280,000	—	

No. 1.—AMOUNT OF CAPITAL, &c., upon the

NOTE.—The figures in italics show the amounts by which the Capitals of the various Companies
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.

LIGHT RAILWAYS AUTHORISED UNDER THE

	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Athlone and Tuam Extension to Clonsilla.	100,000	—	100,000	2,000	NR	98,000	4	4
Ballinacorney and Timoleague Junction.	<i>See under Timoleague and Courtmacsherry Extension.</i>							
Ballinacorney and Clonsilla	90,000	—	90,000	—	—	71,045	4	4
Beechbrook and Newry Tramway	20,000	6,000	26,000	15,000	NR	—	—	—
Bray and Enniskerry	71,000	35,000	106,000	25,000	NR	—	—	—
Carrickbegus Harbour Junction	7,000	6,000	13,000	750	NR	4,500	5	5
Cavan and Lifford (Limited)	100,000	—	100,000	—	—	100,510	5	5
Clagher Valley	150,000	—	150,000	—	—	109,500	5	5
Cork and Muskerry	75,000	—	75,000	—	—	75,000	5	5
Dounglassmore Extension	35,000	—	35,000	3,000	NR	30,000	4	4
Loughrea and Attymore	70,000	—	70,000	—	—	54,445	5	5
Millicottstown and Ferry	<i>Vested in Great Southern and Western, under Act 43 & 64 Vict. c. 114.</i>							
Newry, Keady and Tynan	100,000	75,000	225,000	—	—	—	—	—
Schull and Skibberreen Tramway and Light Railway.	57,000	—	57,000	—	—	57,000	5	5
Schull and Skibberreen Tramway and Light Railway Extension.	1,500	—	1,500	—	—	—	—	—
South Clare (Limited)	140,000	—	140,000	20,000	NR	120,000	4	4
Timoleague and Courtmacsherry Extension.	12,000	—	12,000	—	—	12,000	5	5
Ballinacorney and Timoleague Junction.	25,000	—	25,000	—	—	25,000	5	5
Trillick and Dingle	70,000	—	70,000	80,000	NR	40,000	4	4
West Clare (Limited)	180,000	—	180,000	16,000	NR	163,000	4	4
TOTAL	1,532,000	121,000	1,653,000	112,250	—	1,000,905	—	—
GRAND TOTAL, IRELAND	31,390,745	13,402,532	44,793,277	36,083,883	—	4,728,376	—	—
					—	141,814	—	—

31st December 1900.—IRELAND—continued.

have been materially increased by conversion, consolidation, or division of their stocks, is the figures given in Roman type.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.				TOTAL PAID-UP CAPITAL, INCLUDING LOANS AND DEBENTURE STOCK.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.	
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.					Total raised by Loans and Debenture Stock.
Amount.	Redeemable.	Rate of Dividend.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				

TRAMWAYS (IRELAND) ACTS, 1860 TO 1883, &c.

£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
—	—	—	100,000	—	—	—	—	—	100,000	—	{ Line worked by the "Waterford, Limerick, and Western."
—	—	—	71,640	—	—	—	—	—	71,640	—	On the 31st October 1900, Line worked by the "Midland Great Western."
—	—	—	10,000	—	—	—	—	—	10,000	—	
—	—	—	20,000	—	—	—	—	—	20,000	—	{ Line authorised by the Bray and Enniskerry Light Railway Act, 1860.
—	—	—	7,000	—	—	—	—	—	7,000	—	
—	—	—	186,010	—	—	—	—	—	186,010	—	On the 31st October 1900.
—	—	—	123,310	—	—	—	—	—	123,310	—	On the 30th September 1900.
—	—	—	70,000	—	—	—	—	—	70,000	—	
—	—	—	33,000	—	—	—	—	—	33,000	—	
—	—	—	54,445	—	—	—	—	—	54,445	—	On the 31st October 1900 Line worked by the "Midland Great Western."
—	—	—	—	—	—	—	—	—	—	—	{ Line authorised by the Newry, Keady, and Tynan Light Railway Act, 1860.
—	—	—	67,000	—	—	—	—	—	67,000	—	
—	—	—	—	—	—	—	—	—	—	—	
—	—	—	140,000	—	—	—	—	—	140,000	—	On the 31st October 1900.
—	—	—	10,000	—	—	—	—	—	10,000	—	
—	—	—	20,000	—	—	—	—	—	20,000	—	
—	—	—	—	—	—	—	—	—	—	—	{ By Order in Council, 18th July 1884, the Treasury resolved that in respect of the dividend on the guaranteed capital by the payment of 80,000. The guaranteed capital of the Company was reduced by a like amount. Should the railway be closed for traffic at any time the Treasury, jointly with the Treasury, guaranteed the dividend will be liable to pay to the Company an amount equal to 2 per cent. on the 80,000, as long as the line remains closed.
—	—	—	70,000	—	—	—	—	—	70,000	—	
—	—	—	180,000	—	—	—	—	—	180,000	—	On the 31st October 1900.
—	—	—	1,173,135	—	—	—	—	—	1,173,135	—	TOTAL.
4,936,915	—	—	27,750,484	374,603	—	21,634,104	—	19,009,089	20,765,075	692,971	GRAND TOTAL, IRELAND.
155,705	—	—	879,510	—	—	220,859	—	220,800	220,800	—	

TABLE No. 1A.

RAILWAYS AUTHORISED UNDER THE LIGHT RAILWAYS (IRELAND) ACT, 1889, THE RAILWAYS (IRELAND) ACT, 1890, THE TRANSFER OF RAILWAYS (IRELAND) ACT, 1890, AND THE RAILWAYS (IRELAND) ACT, 1896.

LENGTH of RAILWAYS authorised under the Light Railways (Ireland) Act, 1889, the Railways (Ireland) Act, 1890, the Transfer of Railways (Ireland) Act, 1890, and the Railways (Ireland) Act, 1896; also the names of the Companies by which such lines are worked or are to be worked.

Name of Railway.	Length of Line.	Working Railway Company.
	Miles.	
Achill Extension	8 $\frac{1}{2}$	Midland Great Western of Ireland.
Ballina and Killybegs	6	Midland Great Western of Ireland.
Baltimore and Skibbereen	7 $\frac{1}{2}$	Cork, Brandon, and South Coast.
Bantry Bay Extension	2	Cork, Brandon, and South Coast.
Buncrana and Cardonegh	18 $\frac{1}{2}$	Londonderry and Lough Swilly.
Collooney and Claremorris	47 $\frac{1}{2}$	Waterford, Limerick, and Western.
Donegal and Killybegs	19	Donegal.
Downpatrick, Killough, and Ardgliss	8	Belfast and County Down.
Galway and Clifden	48	Midland Great Western of Ireland.
Headford and Kenmare	19 $\frac{1}{2}$	Great Southern and Western of Ireland.
Killybegs and Valentia	26 $\frac{1}{2}$	Great Southern and Western of Ireland.
Lettickstown and Burtonport	49 $\frac{1}{2}$	Londonderry and Lough Swilly.
Stancaster and Glenties	24 $\frac{1}{2}$	Donegal.
Westport and Malinbeg	18	Midland Great Western of Ireland.

RAILWAY RETURNS.—1900.

No. 2.—LENGTH OF LINE, TRAFFIC, GROSS RECEIPTS, &c.

RETURN showing the LENGTH of LINE, NUMBER of PASSENGERS and QUANTITY of GOODS conveyed and the GROSS RECEIPTS therefrom, upon the RAILWAYS in ENGLAND and WALES, SCOTLAND, and IRELAND, during the year 1900.

No. 2.—Length of Line, Traffic, Gross Receipts, &
YEAR ENDED 31st DECEMBER.

[illegible]

* Excluded number of cases: 10.

§ Only one class of the test passed

2 The line was opened for public traffic on 10th Feb 2001.

¹ In former years the weight of certain goods which stored have been included in the tonnage of (green) merchandise had been included in that of minerals. In 1962 figures for the year 1959 are: Minerals, 4,000 tons; General Merchandise, 15,707 tons.

ENGLAND AND WALES, in 1900.

EXCEPT WHERE OTHERWISE STATED.

[illegible]

* *Excludes total, reserved for weekend's weekly ticket*

NAME OF COMPANY.	LENGTH OF LINE at 31st Dec open on that December 1900.			PASSENGER TRAFFIC					GOODS TRAFFIC.		NUMBER OF TONS TRAVELLED BY TRAINS.		
	Double or more.	Single.	Total.	NUMBER OF PASSENGERS CARRIED (exclusive of Season and Periodical Traffic).				Tons of Season or Periodical Traffic.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.		
				1st Class.	2nd Class.	3rd Class (including Footpassengers).	Total.						
East and West Yorkshire Union	—	9	0	—	—	—	—	—	Total. 796,326	126,554	—	5,544	13,16
East Cleveland Mineral (Colliery to Billingham)*	—	7	7	—	—	—	—	—	26,822	5,051	—	9,418	5,00
East Lancashire.	Landed to the Great Northern.												
East London (Dock Companies)	6	1	7	17,411	495,387	6,901,654	7,374,452	248	47,724	107,240	489,588	16,287	32,20
Elly Valley	Worked by the Great Northern.												
Eastern, Bedford, and Bedford-open-Avon Junction.	Worked by the East and West Junction and Bedford-open-Avon, Thameston and Bedford Junction Joint Committee.												
Essex Docks and Railway	—	—	—	—	—	—	—	—	—	—	—	—	—
Falmouth Dock and Railway†	—	—	—	—	—	—	—	—	—	—	—	—	—
Fife and Forth	5	15	14	5,805	5,598	108,393	119,745	220	118,128	14,545	48,700	87,801	10,12
Finsbury	—	5	5	—	—	—	—	—	148,000	4,124	—	5,000	1,00
Forest of Dean Central	Worked by the Great Western.												
Frederick, Farnworth, and Airport	Worked by the Isle of Wight Central.												
Glasgow (Including both the "Glasgow, Cleveley, and Argyle" and "Glasgow")	55	18	26	12,610	34,995	5,617,255	5,664,825	1,116	4,187,587	855,124	652,796	760,221	1,04,00
Glasgow and Kilmory	—	7	7	2,100	—	40,286	42,386	15	24,400	16,220	Mixed.	12,70	
Gloucester Valley Railway	—	9	9	405	—	81,547	82,952	5	61,088	1,461	Mixed.	10,88	
Guernsey Junction and Portmouthe	This line is not working.												
Great Central (Including the "Great Central" and part of the "West Midland and Somerset")	64	49	47	10,154	—	10,005,738	10,015,738	109,300	17,115,717	7,894,410	5,205,581	5,611,800	10,70,00
Great Eastern (Including the "London and Finsbury," "Northern and Eastern," both the "Great Northern and Great Eastern Joint Line," and "Finsbury and Great Eastern," and part of the "Finsbury and Great Eastern Joint Line.")	64	46	41	1,067,007	4,008,275	10,178,745	15,254,027	47,718	4,059,028	7,667,774	17,056,227	8,006,200	10,40,00
Great Northern (Including the "East Lancashire," "Midland and Great Northern," "London and Great Northern," "Great Northern and Great													

* Anticipated with Great Western as from 1st July 1901.

† Showing mileage was erroneously included in the returns for previous years. The total mileage given for the year 1900 was 55,022; the corrected total after for that year was 53,044.

‡ A short line, 1 mile 61 chains in length, belonging to the London and Jettie Dock Company, runs from the North Woolwich Branch of the Great Eastern Railway to Gallions. Passengers and goods which constitute the traffic of the line, are carried in the trains of the Great Eastern Railway Company. The total traffic of the Dock Company from the railway in the year 1900 was 10,822 and the expenditure so far as it can be ascertained from the Dock expenditure was 1,076.

RECEIPTS (1900) FROM PASSENGER TRAFFIC.										RECEIPTS (1900) FROM GOODS TRAFFIC.				RECEIPTS (1900) FROM ALL SOURCES.		NAME OF COMPANY.
RECEIPTS FROM PASSENGERS.					Fares, Express, Parage, Carriage, Baggage, etc.	Mail.	Freight Receipts from Passenger Traffic.	Miscellaneous.	Live Stock.	Miscellaneous.	Freight Receipts from Goods Traffic.	Miscellaneous.	RECEIPTS (1900) FROM ALL SOURCES.			
1st Class.	2nd Class.	3rd Class (including Parage).	Children at Special Reduced Rates.	Freight from Passengers.												
£	£	£	£	£	£	£	£	£	£	£	£	£	£	£		
—	—	—	—	—	—	—	—	8,000	—	30,000	10,000	40	50,000	East and West Yorkshire Union.		
—	—	—	—	—	—	—	—	800	—	7,000	9,000	200	15,000	East of Kent Mineral (Colliery to Colliery) Co.		
—	—	—	—	—	—	—	—	—	—	—	—	—	—	East Lancashire.		
601	4,067	17,005	1,000	64,700	600	—	45,730	8,214	211	7,028	8,718	1,030	62,700	East London (Joint Committee).		
—	—	—	—	—	—	—	—	—	—	—	—	—	—	Elly Valley.		
—	—	—	—	—	—	—	—	—	—	—	—	—	—	Essex, Suffolk, and Norfolk (Essex, Suffolk, and Norfolk).		
—	—	—	—	—	—	—	—	—	—	—	—	—	—	Essex Dock and Railway Co.		
—	—	—	—	—	—	—	—	—	—	—	—	—	—	Essex Dock and Railway Co.		
100	100	4,010	1,700	7,200	—	10	7,210	1,000	—	1,400	10,000	400	17,000	Essex Dock and Railway Co.		
—	—	—	—	—	—	—	—	—	—	—	—	—	—	Essex Dock and Railway Co.		
—	—	—	—	—	—	—	—	—	—	—	—	—	—	Essex Dock and Railway Co.		
5,714	100	16,709	1,000	100,000	15,000	1,000	120,000	100,000	1,000	100,000	100,000	100,000	100,000	Essex Dock and Railway Co.		
10	—	700	20	800	710	10	1,000	1,000	—	770	1,770	80	4,000	Essex Dock and Railway Co.		
10	—	800	2	700	—	40	800	800	—	1,000	1,000	40	2,000	Essex Dock and Railway Co.		
61,700	—	173,000	47,000	680,000	214,000	6,000	877,000	1,000,000	62,000	680,000	1,000,000	214,000	2,114,000	Essex Dock and Railway Co.		
114,000	101,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,000,000	10,000	1,000,000	Essex Dock and Railway Co.		
107,000	10,000	1,000,000	100,000	1,000,000	100,000	10,000	1,000,000	1,000,000	10,000	1,000,000	1,					

* Largest number of animal habitats - thicket, but is worked by the "Great Northern" under lease.

This line is the property of the Great Eastern Railway, and is worked by the Great Eastern Railway. It runs from the London and South Western Railway at Basingstoke to the London and North Western Railway at Basingstoke, and is a branch line from the Twickenham to the London and North Western Railway at Basingstoke.

42. The line is the property of the Plymouth, Devonport, and South Western Joint Line Railway Company, and is worked by that Company.

44. The line is the property of the United States and the United States government.

29

[illegible]

* Negatives number of original isolate

§ The Company works two miles of trackway the length, traffic and weight of which are included in the Returns. It being impossible to give accurate records the Company

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.									RECEIPTS (GROSS) FROM GOODS TRAFFIC.				RECEIPTS FROM RETURN, RETURN, &c.	TOTAL GROSS RECEIPTS FROM ALL SOURCES OF TRAFFIC.	NAME OF COMPANY.
RECEIPTS FROM PASSENGERS.					Fares, Money, Passages, &c.	Goods.	TOTAL Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Miscellaneous.	TOTAL Receipts from Goods Traffic.				
1st Class.	2nd Class.	3rd Class (including Parliamentary).	Holders of Season Tickets or Periodical Tickets.	TOTAL from Passengers.											
£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Great Eastern Valley.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Midland.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Edgware and Great Northern.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Edgware and City Junction.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Edgware.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Edgware.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Edgware and Metropolitan.
400	—	21,700	770	22,870	21,400	80	10,000	21,480	600	10,000	10,000	21,480	110,000	400,000	Edgware, Epsom, and West Midland Junction Railway and Dock.
5,000	20,000	10,000	700	36,700	33,000	600	10,000	33,600	5,000	5,000	5,000	43,600	4,000	47,600	Isle of Wight.
5,000	5,000	10,000	1,000	21,000	19,000	200	10,000	19,200	—	—	—	19,200	5,000	24,200	Isle of Wight Central.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	King's Lynn Dock and Railway.
100	1,100	—	20	1,220	1,000	200	—	1,200	1,000	100	1,000	2,200	70	2,270	London Valley.
10,000	10,000	1,000,000	10,000	1,020,000	1,000,000	10,000	1,000,000	1,010,000	10,000	1,000,000	1,000,000	2,010,000	10,000	2,020,000	London and York.
—	—	10,000	100	10,100	10,000	100	10,000	10,100	10,000	10,000	10,000	20,100	10,000	30,100	London, Derbyshire, and East Coast.
0	20	600	1	621	600	20	700	620	—	—	—	620	70	690	London-on-the-Hill.
7	70	100	—	177	170	—	700	870	100	—	—	1,070	1,000	2,070	London and Camden.
10,000	10,000	—	—	20,000	20,000	—	—	20,000	—	—	—	—	1,000	21,000	London and East.
100	—	1,000	10	1,110	1,100	10	—	1,110	1,000	—	—	1,000	10,000	11,100	London, St. Albans, and South London.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	London, Northampton, and Preston Junction.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	London and Northampton.
10,000	10,000	1,000,000	10,000	1,020,000	1,000,000	10,000	1,000,000	1,010,000	10,000	1,000,000	1,000,000	2,010,000	10,000	2,020,000	London and North-Western.
20,000	10,000	1,000,000	10,000	1,030,000	1,000,000	10,000	1,000,000	1,010,000	10,000	1,000,000	1,000,000	2,010,000	10,000	2,020,000	London and North-Western.
—	—	10,000	1,000	11,000	10,000	1,000	—	11,000	—	—	—	—	10,000	21,000	London and North-Western.
10,000	10,000	1,000,000	10,000	1,020,000	1,000,000	10,000	1,000,000	1,010,000	10,000	1,000,000	1,000,000	2,010,000	10,000	2,020,000	London, Brighton, and South Coast.

† Includes 400,000 workmen's weekly tickets.

‡ The receipts from the suburban traffic are included with those from the suburban traffic and with the suburban receipts. The Company state that no separate accounts of suburban receipts are kept, and that they are unable therefore to supply data with the requirements of the Regulation of Railways Act, 1925, in this respect.

§ Includes 1,000 workmen's weekly tickets.

¶ Includes 10,000 received from workmen's weekly tickets.

[illegible]

* In the year 1930 owing to inclusion of 35,500 miles run by the passenger trains of the company over the Topeka and Fort Osage lines, the train mileage was increased to that amount in the return.

[illegible]

*** Includes 4,542,505 workmen covered at reduced rates
 ** Includes 14,216 miles run by rated trains
 *** Includes 4,717 miles run by rated trains

11 Includes 18,000 sq ft new seats of property.
12 Includes 1,147 miles run by mixed railroad in North Eastern from last September 1890-1900. 18,375 workman's weekly wages. These 11 The goods traffic is carried

(1) The Comptroller also received 11,172, or 100,000, shares.

NAME OF COMPANY	LENGTH OF LINE in miles open on 31st December 1900.		PASSENGER TRAFFIC.						GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAIN.	
			NUMBER OF PASSENGERS CARRIED (EXCLUSIVE OF SEASONS AND PARADES TAKEN).					Tons.	Tons.	Passenger Trains.	Goods and Mineral Trains.	Total.
			Double or more.	Single.	Foot.	1st Class.	2nd Class.					
North Staffordshire	120	87	100	153,440	660,333	4,550,331	7,389,771	4,779	3,381,467	1,003,312	1,251,630	1,027,942
North Sunderland	—	4	4	600	12,225	3,640	12,434	5	5,383	0,841	Nil.	17,200
North Wales and Liverpool Companies	14	—	14	5,544	—	41,771	49,316	213	543,081	18,800	153,430	65,112
North Wales (Narrow Gauge)	—	12	12	513	—	30,475	30,480	4,068	90,570	1,570	Nil.	31,300
Nottingham and Grantham Railway and Canal	Leased to the Great Northern.											
Nottingham Suburban	Worked by the Great Northern.											
Oldham, Ashton-under-Lyne, and Guide Bridge Junctions	6	—	6	10,401	54,891	1,200,430	1,305,719	10,000	250,210	100,850	197,687	31,790
Oxford and Abingdon Tramroad	Worked by the Metropolitan.											
Pennine Extension	Leased to the Taff Vale.											
Pennine Railway, Dock, and Railway	Leased to the Taff Vale.											
Plymouth and Dartmouth*	—	11	11	—	—	—	—	—	15,605	—	—	—
Plymouth, Devonport, and South Western Junctions	Worked by the London and South Western.											
Portsmouth, Gosport, and 1st Bridgeport	—	6	6	—	—	—	—	—	5,811	31,130	—	4,000
Port Talbot Railway and Dock	—	14	14	900	—	136,401	137,116	17,077	1,061,185	40,000	50,000	116,204
Princes Risborough	Worked by the Great Western.											
Ramsgate and Deal	—	7	7	501	—	10,516	10,520	10	497	500	14,000	—
Ramsgate and Chatham	—	12	12	—	—	—	—	—	17,161	4,250	—	7,000
Rhodes and Swansea Bay	15	18	33	3,051	8,344	80,303	83,353	402	576,387	107,764	130,000	100,000
Rye and Rye Harbour	38	16	45	5,540	60,307	1,260,116	1,305,719	650	1,040,000	314,000	200,000	1,000,000
Rye and Rye Harbour	Worked by the Great Western.											
Rye and Rye Harbour	—	12	12	717	—	41,563	41,800	5	—	1,700	31,323	0,000
Rye and Rye Harbour	—	8	8	—	—	—	—	—	35,200	077	—	4,200
Rye and Rye Harbour	—	4	4	—	—	—	—	—	10,707	—	—	5,100
Rye and Rye Harbour	Worked by the London and South Western.											
Rye and Rye Harbour	—	4	4	—	—	—	—	—	17,000	—	—	—
Rye and Rye Harbour	Worked by the North Eastern.											
Rye and Rye Harbour	10	—	10	10,000	—	4,000,000	4,000,000	60,000	2,770,000	1,100,000	400,000	400,000
Rye and Rye Harbour	Worked by the London, Devonport, and East Coast.											
Rye and Rye Harbour	Leased to the Great Western and London and North Western.											
Rye and Rye Harbour	Leased to the London and North Western.											
Rye and Rye Harbour	Worked by the London and South Western.											
Rye and Rye Harbour	—	8	8	—	—	—	—	—	1,071	000	—	5,000
Rye and Rye Harbour	Rounded and Tunnel (accounts for the year ended 31st October 1900).											
Rye and Rye Harbour	10	67	77	10,000	—	1,000,000	1,100,000	500	400,000	100,000	100,000	1,000,000
Rye and Rye Harbour	Note written by Mr. South-Eastern and Chatham Railway Company's Managing Committee, 2nd Dec. 1900.											
Rye and Rye Harbour	South-Eastern and Chatham Railway Company's Managing Committee.											
Rye and Rye Harbour	142	66	66	2,471,040	1,770,000	10,547,000	73,504,000	11,000	4,000,000	1,000,000	11,000,000	14,000,000
Rye and Rye Harbour	Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900.											
Rye and Rye Harbour	Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900.											
Rye and Rye Harbour	Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900.											
Rye and Rye Harbour	Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900.											
Rye and Rye Harbour	Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900.											
Rye and Rye Harbour	Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900.											
Rye and Rye Harbour	Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900.											
Rye and Rye Harbour	Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900.											
Rye and Rye Harbour	Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900.											
Rye and Rye Harbour	Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900.											
Rye and Rye Harbour	Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900.											
Rye and Rye Harbour	Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900.											
Rye and Rye Harbour	Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900.											
Rye and Rye Harbour	Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900.											
Rye and Rye Harbour	Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900.											
Rye and Rye Harbour	Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900.											
Rye and Rye Harbour	Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900.											
Rye and Rye Harbour	Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900.											
Rye and Rye Harbour	Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900.											
Rye and Rye Harbour	Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900.											
Rye and Rye Harbour	Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900.											
Rye and Rye Harbour	Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900.											
Rye and Rye Harbour	Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900.											
Rye and Rye Harbour	Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900.											
Rye and Rye Harbour	Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900.											
Rye and Rye Harbour	Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900.											
Rye and Rye Harbour	Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900.											
Rye and Rye Harbour	Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900.											
Rye and Rye Harbour	Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900.											
Rye and Rye Harbour	Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900. Includes the "Rye Harbour" to 31st July 1900.											

[illegible]

¹ Trapped in the North Eastern from the 25th July 1990.

Equivalent number of served students

¹ Includes Miscellaneous Revenue from Cable, etc., received by the London, Glasgow and Dover and other British Cable Companies.

NAME OF COMPANY.	LENGTH OF LINE IN MILES OPEN ON 31st December 1900.		PASSENGER TRAFFIC.						GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.	
	Single.	Double.	NUMBER OF PASSENGERS CARRIED (EXCLUSIVE OF SEASON AND PERIODIC TRAFFIC).				Tons of Seasonal Periodic Traffic.	Tons.	Tons.	Passenger.	Goods and Mineral Traffic.	
			Males.	Females.	Total.	Total.						
Swindon-upon-Avon, Fosseway and Midland Junction.			Worked by the Great West Junction, and Swindon-upon-Avon, Fosseway, and Midland Junction Joint Committee.									
Swindon and Wootton Bassett			Worked by the Great Western.									
Tat Valley (Including the "Abertillery," "Trenton," "Trenton," and "Trenton" Harbours, Dock, and Railway.)	71	22	324	419	21,400	4,297,400	6,000,000	1,000,000				
Walsley, for the year ended 30th September 1900	—	7	7	—	—	—	—	—	—	—	—	—
Walsley Valley			Worked by the Great Western.									
Walsley			Worked by the Great Western and London and North Western.									
Walsley and Fosseway			Worked by the Midland.									
Walsley and Wootton Bassett Junction			Worked by the Great Western and Midland.									
Walsley of Gloucester			Worked by the Great Western.									
Walsley			Worked by the Great Western.									
Walsley Station and Fosseway			Lines worked by the Great Western, London and North Western, and London, Brighton, and South Coast Railway Company.									
Walsley and City			Worked by the London and North Western.									
Walsley Central Railway			All under Great Western.									
Walsley Extension			Underwriting transferred to the Lancashire and Yorkshire Company.									
Walsley London			Assigned to the Walsley London Extension.									
Walsley Extension			Lines worked by the Great Western, London and North Western, London and South Western, and London, Brighton, and South Coast Railway Company.									
Walsley, Claverton, and Northwood Light Railway			Returns incomplete.									
Walsley and Claverton			Included in the returns of the Great Central and Great Northern.									
Walsley and Claverton			Assigned to the Great Western.									
Walsley and Claverton	11	12	—	—	—	—	—	—	—	—	—	—
Walsley and Claverton			Worked by the Great Western and London and North Western.									
Walsley Junction			Worked by the Great Central.									
Walsley	35	—	12	47	415,000	4,307,000	3,700,000	1,000,000	588,375	30,007	262,002	1,000,000
Walsley and South Devon Joint Committee			Included in the returns of the London, Brighton, and South Coast, and the South Devon and Cornwall Railway Company.									
Walsley and Claverton			Worked by the Great Western.									
Walsley, Claverton, and Claverton (Including the "Walsley.")	18	30	18	66	11,000	—	—	—	1,110,000	30,000	80,000	21,000
Walsley Valley			Worked by the Great Western.									
TOTAL ENGLAND AND WALES	16,100	1,000	17,100	17,100	1,000,000	1,000,000	3,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000

† Includes 40,000 miles run by rail trains.

1 Returns of traffic and receipts for the years 1897, 1898 and 1899, relating to the Walsley, Midland, and Great Northern have now been supplied, as follows:—

Walsley, Midland, and Great Northern	Year 1897	20	20	20	20	—	—	—	—	—	—	—
	Year 1898	20	20	20	20	—	—	—	—	—	—	—
	Year 1899	20	20	20	20	—	—	—	—	—	—	—

† For length of line at each gauge, see page 75.

TABLE NO. 2A.

The following Companies have, in addition, given the Number of Miles of Single, Double, Triple, and Quadruple or more Lines of Rails belonging to or worked by them.

NAME OF COMPANY.	LENGHT OF LINE IN MILES OPEN ON 31st December 1900.				
	Single Lines.	Double Lines.	Three Lines.	Four Lines or more.	TOTAL.
ENGLAND AND WALES.					
BART	—	—	—	4	4
CHICHESTER LONDON COMMITTEE	—	—	—	—	—
GREAT CENTRAL	—	—	—	—	—
GREAT EASTERN	—	—	—	—	—
GREAT NORTHERN	—	—	—	—	—
GREAT WESTERN	—	—	—	—	—
IRISH, NORTHERN, AND WESTERN RAILWAYS	—	—	—	—	—
LONDON AND NORTH-WESTERN	—	—	—	—	—
LONDON AND SOUTH-WESTERN	—	—	—	—	—
LONDON, BRIGHTON, AND SOUTH COAST	—	—	—	—	—
MANCHESTER, SOUTH LANCASHIRE, AND LANCASHIRE	—	—	—	—	—
METROPOLITAN	—	—	—	—	—
MIDLAND	—	—	—	—	—
NORTH-EASTERN	—	—	—	—	—
NORTH LANCASHIRE	—	—	—	—	—
NORTH-SOUTH-WESTERN	—	—	—	—	—
ROTHAMPTON	—	—	—	—	—
SOUTH-EASTERN AND GREAT NORTHERN	—	—	—	—	—
STOW VALLEY	—	—	—	—	—

[illegible]

* Built standard from Fisher Tube Steel, Inc., and Coal Company, Montreal, for use of the Fire

2014 FINANCIAL STATEMENTS																
5/1	---	8,276	195	9,471	1,200	0	22,912	33,878	56	87,018	48,000	3,818	55,115	Year	100%	Operating, Mtd. as
2/1	---	22,128	---	22,128	1,204	0	11,386	22,867	87	83,829	47,787	3,606	32,712	"	100%	Operating, Mtd. as
1/1	---	32,167	870	33,037	1,200	0	18,099	31,219	107	86,852	47,000	3,673	35,887	"	100%	Operating, Mtd. as

No. 2.—Length of Line, Traffic, Gross.

THE FINANCIAL YEAR OF THE SCOTCH RAILWAY COMPANIES

[illegible]^b Expected number of normal follicles.

† Includes 4,000,000 miles run by released inmates.

3. Only one stage at third level

[†] Accompanied with the North British from 26 August 1990.

1 The length of *How* at each stage, see page 60

TABLE No. 94

The following Company has, in addition, given the Number of Miles of Single, Double, Triple, and Quadruple or more Lines of Rails belonging to or worked by it.

NAME OF COMPANY.	REVENUE OF TAXES ON RAILROADS FOR JANUARY 1902.				
	Single Lines.	Double Lines.	Three Lines.	Four Lines or more.	TOTAL.
SCOTLAND.					
SCOTISH RAILWAY	764	280	8	70	1,322

No. 2—Length of Line, Traffic, Gross

YEARS ENDED 31ST DECEMBER 1960

[illegible]

* Excludes \$1.118 million more for related activities.

* Incubation 48h/72h, values mean \pm SEM, n=12/12

* Beneficiaries: 10,000 million were the assigned trailer

Receipts, &c., IRELAND, in 1900.

EXCEPT WHERE OTHERWISE STATED.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.								RECEIPTS (GROSS) FROM GOODS TRAFFIC.				MINERALISING : RAILWAY, RAILWAY, & RAILWAY, &c.	TOTAL GROSS RECEIPTS FROM ALL SOURCES OF TRAFFIC.	NAME OF COMPANY.
RECEIPTS FROM PASSENGERS.					From Foreign, British, &c. Countries, &c.	Roads.	TOTAL Receipts from Passenger Traffic.	Wharfedale.	Lime Road.	Marble.	TOTAL Receipts from Goods Traffic.			
1st Class.	2nd Class.	3rd Class (including Bookings, &c.)	Children of 10 years or under (including Bookings, &c.)	Other Passengers.										
£	£	£	£	£	£	£	£	£	£	£	£	£	£	
74	18	2,400	27	5,800	507	50	5,857	2,421	246	202	2,869	22	4,727	Belfast.
4,807	13,778	40,077	14,809	61,711	7,210	1,400	139,070	23,027	3,300	15,150	41,500	1,085	147,960	Belfast and County Down.
21,280	15,035	206,042	8,422	236,808	14,204	15,321	160,001	126,122	4,100	26,946	146,512	4,725	229,013	Belfast and Northern Counties.
														City of Dublin Junction.
														Clonsilla Extension.
479	1,844	4,050	120	6,000	800	121	7,100	7,495	1,360	634	9,485	145	17,054	Cork and Marazion Street.
3,300	4,940	21,000	694	30,138	4,944	5,341	36,122	21,037	7,146	1,360	41,663	120	70,897	Cork, Brandon, and South Coast.
5,737	—	4,891	1,341	8,269	489	—	5,567	80	—	—	80	10,490	10,116	Cork, Blackrock, and Passage.
														Derry Central.
69	1,266	5,095	31	30,696	5,701	803	14,703	26,300	1,097	1,580	31,127	388	47,461	Derry.
														Dublin and Kingstown.
1,240	48,908	75,000	17,200	245,101	54,208	50,000	204,607	50,367	9,800	36,001	72,760	5,428	275,200	Dublin, Wicklow, and Wexford.
80	500	6,007	80	5,407	1,000	10	6,500	1,000	547	375	2,122	5,001	17,000	Dundalk, Newry, and Greenock.
25,000	45,000	140,000	20,000	230,000	47,000	45,000	220,000	220,000	40,000	40,000	260,000	15,000	511,000	Great Southern of Ireland.
10,000	40,000	200,000	5,000	415,000	50,000	40,000	140,000	200,000	20,000	40,000	260,000	15,000	511,000	Great Southern and Western of Ireland.
														How Valley.
														Lettistown.
														Lisnasherry and Drogheda.
														Lisnasherry and Drogheda.
130	—	1,200	20	1,300	70	30	1,370	100	1	200	371	30	1,741	National and Belfast.
511	1,000	8,000	50	10,000	2,000	100	12,100	5,000	645	700	6,345	200	21,000	London and North.
15,000	30,000	140,000	5,000	220,000	40,000	50,000	270,000	220,000	30,000	30,000	300,000	10,000	600,000	Midland Great Western of Ireland.

* Valued in Great Southern and Western from 24th November, 1900.

† Accompanied with the Great Southern and Western from 24th July, 1901.

* Valued in weekly tables.

RECEIPTS DUE TO PASSENGER TRAFFIC.									RECEIPTS DUE TO FREIGHT TRAFFIC.					NAME OF COMPANY.
RECEIPTS FROM PASSENGERS.					Total Receipts from Freight Traffic.	Merchandise.	Live Stock.	Miscellaneous.	Total Receipts from Goods Traffic.	Miscellaneous: Rent, &c., &c.	Total Goods Receipts from All Sources of Traffic.			
1st Class.	2nd Class.	3rd Class (including Parlor Cars)	Children of 10 years or Under	Total from Passengers.										
£	£	£	£	£	£	£	£	£	£	£	£			
87	80	7,826	180	8,153	1,440	87	13,061	9,687	8,008	12,701	181	Eastham and Fremont Junction.		
												Sligo, Leitrim, and Fesham Junction.		
												Donaghadee.		
												Frederick and Fesham.		
1,061	—	5,007	88	5,156	87	60	8,256	885	34	118	167	Waterford and Tinnahilly.		
												Waterford, Dungarvan, and Tinnahilly.		
												Waterford, Dungarvan, and Tinnahilly.		
												Waterford, Dungarvan, and Tinnahilly.		
4,380	11,784	61,053	1,796	80,013	18,008	13,754	111,205	91,635	20,507	18,001	2,000	Waterford, Dungarvan, and Tinnahilly.		
10,880	26,222	1,081,054	61,180	1,169,336	189,946	189,900	1,000,000	1,100,000	100,000	100,000	1,000,000	TOTAL.		

£ Includes 50,710,000 net by mixed traffic.

TRAMWAYS (IRELAND) ACTS, 1880 to 1883, &c.

												Atchafalaya and Tule River to Chico Canyon, and Tule River Junction.		Atchafalaya and Tule River to Chico Canyon, and Tule River Junction.	
1st Class.	2nd Class.	3rd Class.	Children of 10 years and under.	Total from Passengers.	Total Receipts from Freight.	Merchandise.	Exp. Freight.	Miscellaneous.	Total Receipts from Goods Traffic.	Miscellaneous: Rent, &c., &c.	Total Goods Receipts from All Sources of Traffic.	NAME OF COMPANY.			
£	£	£	£	£	£	£	£	£	£	£	£	£	£		
30	700	126	50	986	—	15	88	418	—	847	372	218	2,070	Atchafalaya and Tule River to Chico Canyon, and Tule River Junction.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	Atchafalaya and Tule River to Chico Canyon, and Tule River Junction.	
813	—	8,864	81	9,738	813	80	4,344	2,808	2,534	745	5,187	60	10,000	Atchafalaya and Tule River to Chico Canyon, and Tule River Junction.	
88	—	9,703	8	9,799	380	80	2,885	2,504	257	608	4,000	80	4,281	Atchafalaya and Tule River to Chico Canyon, and Tule River Junction.	
1,071	—	4,700	120	5,911	628	—	6,335	1,400	200	200	2,800	130	9,778	Atchafalaya and Tule River to Chico Canyon, and Tule River Junction.	
18	—	672	24	714	87	—	719	880	60	51	610	51	1,340	Atchafalaya and Tule River to Chico Canyon, and Tule River Junction.	
221	—	1,115	—	1,336	370	—	1,209	605	881	—	1,895	—	2,890	Atchafalaya and Tule River to Chico Canyon, and Tule River Junction.	
913	—	9,703	81	9,784	387	205	4,687	1,808	212	608	2,800	99	9,800	Atchafalaya and Tule River to Chico Canyon, and Tule River Junction.	
128	—	640	—	768	75	30	628	260	78	86	825	80	1,280	Atchafalaya and Tule River to Chico Canyon, and Tule River Junction.	
871	—	5,719	40	5,869	890	68	4,207	1,879	428	27	2,334	57	7,096	Atchafalaya and Tule River to Chico Canyon, and Tule River Junction.	
1,070	—	4,358	80	4,508	240	68	1,311	1,400	1,000	608	4,000	100	10,000	Atchafalaya and Tule River to Chico Canyon, and Tule River Junction.	
4,540	700	25,640	407	30,287	1,000	1,400	10,000	10,000	10,000	10,000	10,000	400	60,000	TOTAL.	
20,000	10,000	1,110,000	60,000	1,230,000	21,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	1,000,000	GRAND TOTAL, IRELAND.	

£ Includes 610 received in respect of a re-division of traffic receipts of previous years.

£ Includes 1,000,000 net by mixed traffic.

£ Includes 10,000 net by mixed traffic.

RAILWAY RETURNS.—1900.

No. 3.—WORKING EXPENDITURE, NET RECEIPTS, AND ROLLING STOCK.

RETURN showing the AMOUNT of the WORKING EXPENDITURE, and of the NET RECEIPTS, &c., and NUMBER of EACH KIND of ROLLING STOCK, for the several RAILWAY COMPANIES, in ENGLAND and WALES, SCOTLAND, and IRELAND, for the Year 1900.

No. 3.—Working Expenditure, Net Receipts, and (YEARS ENDED 31ST DECEMBER EXCEPT)

NAME OF COMPANY.	Length of Line at 31st December 1900.	Length of Line in Miles open on 31st December 1900.	WORKING EXPENDITURE.											
			Maintenance of Way, Works, &c.	Maintenance of Buildings (including Railway Engines).	Repairs and Renewals of Carriages and Wagons.	Trains Expenses (including and Excesses).	General Charges.	Salaries and Wages.	Overhead Passenger Duty.	Compensation to Employees under the Workmen's Compensation Act, 1907.	Compensation for Personal Injuries, &c.	Compensation for Damage and Loss of Goods.	Legal and Professional Expenses.	
<i>Abolished</i>	<i>£t. to.</i>	<i>£s.</i>	<i>d.</i>	<i>£</i>	<i>£</i>	<i>£</i>	<i>£</i>	<i>£</i>	<i>£</i>	<i>£</i>	<i>£</i>	<i>£</i>	<i>£</i>	
<i>Adrian</i>	<i>Let to the Great Western.</i>													
<i>Aldershot</i>	<i>Let to the Great Western.</i>													
<i>Alexander (Swamp and South Wales) Docks and Railway</i>	4 10	8	7,400	12,800	1,100	1,100	1,100	1,100	—	—	—	100	100	
<i>Bath and Portland</i>	<i>Worked by the Great Western.</i>													
<i>Barn</i> (including the "Valley of Glamorgan.")	4 10	10	10,000	10,000	1,000	1,000	1,000	1,000	100	100	100	100	100	
<i>Birmingham</i>	<i>Worked jointly by the Great Western and the London and North-Western.</i>													
<i>Bishop's Cleeve</i>	4 10	10	700	1,000	700	700	700	700	—	—	—	—	—	
<i>Blackpool and Fleetwood Tramroad</i>	4 10	8	100	1,000	700	1,000	1,000	1,000	—	—	—	—	—	
<i>Brecon and Merthyr Tydfil Junction</i> (including part of the "Brecon and Merthyr and London and North Western" Joint.)	4 10	10	10,000	10,000	1,000	1,000	1,000	1,000	100	100	100	100	100	
<i>Bridgwater</i>	<i>Worked by the Somerset and Dorset Joint Committee.</i>													
<i>Brighton</i>	<i>Let to the Great Western.</i>													
<i>Brighton and Hove</i>	<i>Worked by the London, Brighton, and South Coast.</i>													
<i>Brighton and Hove and Brighton and Hove (Tramroad)</i>	10 0	8	100	100	100	100	100	100	—	—	—	—	—	
<i>Buckley</i>	<i>Worked by the Western, Midland, and Great Northern.</i>													
<i>Buckingham Palace</i>	<i>Let to the London and North-Western.</i>													
<i>Bury and Breckford Valley</i>	4 10	11	1,000	1,000	100	1,000	1,000	1,000	—	—	—	—	—	
<i>Canterbury</i> (including the "Mid Wales," the "Hawthorn," and the "Hawthorn," the "Hawthorn," and the "Hawthorn.")	4 10	100	10,000	10,000	1,000	1,000	1,000	1,000	100	100	100	100	100	
<i>Cardiff and Vale of Glamorgan</i>	4 10	8	1,000	—	—	1,000	1,000	1,000	—	—	—	—	—	
<i>Cardiff</i>	4 10	8	1,000	1,000	1,000	1,000	1,000	1,000	100	100	100	100	100	
<i>Central London for the period from 10th July to 31st December 1900</i>	4 10	8	1,000	1,000	1,000	1,000	1,000	1,000	100	100	100	100	100	
<i>Charnock Road</i>	<i>Worked by the London and North-Western.</i>													
<i>Cheshire, Limited</i>	4 10	1	100	100	100	100	100	100	—	—	—	—	—	
<i>Cheshire Line Committee</i> (including the "Southport and Cheshire Line Extension.")	4 10	100	10,000	10,000	1,000	1,000	1,000	1,000	100	100	100	100	100	
<i>City and South London</i>	4 10	8	1,000	1,000	1,000	1,000	1,000	1,000	100	100	100	100	100	
<i>Clewer and Workington Junction</i>	4 10	10	1,000	1,000	1,000	1,000	1,000	1,000	—	—	—	—	—	
<i>Colebrook, Kewford, and Fenchurch</i>	4 10	10	1,000	1,000	1,000	1,000	1,000	1,000	100	100	100	100	100	
<i>Cole Valley and Ebbw Vale</i>	4 10	10	1,000	1,000	1,000	1,000	1,000	1,000	100	100	100	100	100	
<i>Corby</i>	4 10	11	1,000	1,000	100	1,000	1,000	1,000	100	100	100	100	100	
<i>Croft and Somerset</i>	<i>Worked by the Great Western.</i>													
<i>Croft, Weymouth and Southampton</i>	<i>Worked by the Great Western and London and North-Western.</i>													
<i>Dover and Deal Committee</i>	4 10	8	1,000	1,000	1,000	1,000	1,000	1,000	100	100	100	100	100	
<i>Dorchester</i> (including the "Dorchester Extension.")	4 10	8	1,000	1,000	1,000	1,000	1,000	1,000	100	100	100	100	100	
<i>Dorset</i>	4 10	8	1,000	1,000	1,000	1,000	1,000	1,000	100	100	100	100	100	
<i>Dorset and Weymouth Junction</i>	<i>Worked by the Great Western and London and North-Western.</i>													
<i>Dorset and Weymouth Junction</i> (including the "Dorset Extension," the "Dorset Extension," and the "Dorset Extension.")	4 10	10	1,000	1,000	1,000	1,000	1,000	1,000	100	100	100	100	100	

* Includes thirty motor cars.

† Includes 1000, for repairs and renewals of 1900.

‡ Let opened for public traffic on 10th July 1900.

§ Cost of locomotives and generating power.

Rolling Stock, ENGLAND AND WALES, in 1900.

WHERE OTHERWISE STATED.)

[illegible]

Electric Locomotives

¹⁹ Indeed still sold to the North Eastern Company for use of coal stoves.

^a Includes cost of making the Teflon jacket, estimated at \$92 per square meter.

ii. Includes 4,304 for salvage and downrags.

Mileage, Coal, and Railway Income.	Mileage Working Income (not included in the foregoing).	Total Working Income.	Total Income as given in the Railway Act, No. 5.	Net Income.	Percentage Proportion of Expenditure to Total Receipts.	ROLLING STOCK on 31st December 1895.						NAME OF COMPANY.
						CARRIAGES, WAGGONS, TANKS, &c.						
						Locomotives.	Carrriages used by the Companies of Passenger only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the transport of Live Stock, Minerals, or other Goods.	Other Carriages or Wagons not included in the preceding columns.	Total Number of Vehicles of all descriptions, exclusive of Locomotives.	
£	£	£	£	£	—	No.	No.	No.	No.	No.	No.	
—	14	5,577	19,021	12,750	—	1	—	—	201	1	207	East and West Yorkshire Union.
—	174	3,548	3,596	100	10	51	—	—	147	—	147	East Cornwall Mineral (Subsidiary to Dalrymple)†
—	1,007	41,340	15,554	11,285	—	The traffic is carried in the trains of the Companies using the line.						East Lancashire.
—	—	—	—	—	—	The traffic is carried in the trains of the Companies using the line.						East London (Joint Company).
—	—	—	—	—	—	—	—	—	—	—	—	Elly Valley.
—	—	—	—	—	—	—	—	—	—	—	—	Essex, Suffolk, and Bedfordshire Junction.
—	—	—	—	—	—	—	—	—	—	—	—	Essex's Dock and Railway &
—	36	11,869	17,869	5,000	27	2	10	2	1,254	—	1,258	Falmouth Dock and Railway, &c.
—	—	1,077	1,001	5,000	41	Supplied by the "North-Eastern" Company.						Ferriby.
—	—	—	—	—	—	—	—	—	—	—	—	Fleet of Devon Great.
—	—	—	—	—	—	—	—	—	—	—	—	Fleet, Farnwell, and Newport.
32,470	—	271,707	144,402	124,006	48	126	100	121	5,019	70	5,215	Furness.
—	—	4,157	4,080	140	10	2	4	—	61	—	67	Glasgow and North York.
—	—	1,140	1,006	798	10	9	12	—	213	10	223	Glyn Valley Tramway.
—	—	—	—	—	—	—	—	—	—	—	—	Gosforth Junction and Farnham.
101,880	47,109	1,020,480	1,111,402	101,225	70	840	107	247	50,403	1,074	52,521	Great Central.
204,941	30,140	1,400,552	1,601,400	211,540	10	1,040	1,040	1,040	15,120	60	15,180	Great Eastern &
14,800	100	5,440,000	1,111,000	1,000,000	10	1,010	1,000	798	10,000	104	10,104	Great Northern.
—	—	—	—	—	—	—	—	—	—	—	—	Great North of England, Thames, and Antwerp Junction.
100,000	10,000	5,000,000	1,111,000	1,000,000	10	1,010	1,000	1,000	10,000	100	10,100	Great Western.

† A short line, 1½ mile in length, belonging to the London and India Dock Company, runs from the North Western Branch of the Great Eastern Railway to Millers. Passengers and goods which contribute the traffic on the line are carried in the trains of the Great Eastern Railway Company. The total receipts of the Dock Company from the Railway in the year 1895 were £1,000, and the expenditure so far as it can be separated from the dock expenditure was £100.

†† Antiquated with Great Western as from 1st July 1895.

[illegible]

* The Expressions for the year 1989 were presented to the account of total, providing for that extent having been made in course of requirements in respect of other items.

Handbook, Capital, and Reserve Receipts.	Operating Receipts Receipts not included in the Handbook.	Total Receipts.	Gross Receipts, as given in the Handbook, Part I.	Net Receipts.	Percentage Proportion of Receipts to Total Receipts.	ROLLING STOCK On 1st December 1929.							NAME OF COMPANY.
						CARROLLS, WAGGONS, TRUCKS, &c.							
						Locomotives.	Carriages and for the Carriage of Passengers only.	Other Vehicles attached to Passenger Trains.	Wagons of all kinds used for the Carriage of Live Stock, Minerals, or General Merchandise.	Other Carriages or Wagons not included in the preceding Columns.	Total Number of Vehicles of all descriptions, exclusive of Locomotives.		
£	£	£	£	£	%	%	%	%	%	%	%		
—	57	1,000	1,440	172	75	—	—	—	—	—	—	—	Grantham Valley. Malvern.
—	—	—	—	—	—	—	—	—	—	—	—	—	Harley and Garsden.
—	—	—	—	—	—	—	—	—	—	—	—	—	Hammerhead and City Junction Electric.
—	—	—	—	—	—	—	—	—	—	—	—	—	Hayling Railway.
—	—	—	—	—	—	—	—	—	—	—	—	—	Hereford.
—	—	—	—	—	—	—	—	—	—	—	—	—	Hereford and Metropolitan.
64,336	800	205,181	480,505	261,166	61	85	71	55	5,800	108	8,054	Hull, Barnsley, and West Riding Furness Railway and Dock.	
120	114	10,000	41,700	11,600	48	8	40	30	777	2	90	Isle of Wight.	
—	1,230	10,000	44,000	14,200	68	10	10	10	900	—	710	Isle of Wight Central.	
120,440	—	196,140	44,000	14,700	—	—	—	—	—	—	—	—	King's Lynn Dock and Rail- way.
—	95	5,940	6,000	950	95	2	2	—	18	—	10	—	Leamington Valley.
60,000	—	8,275,071	5,444,000	5,268,000	60	2,800	2,800	342	10,770	—	11,467	Leeds and Yorkshire.	
—	1,770	60,000	56,180	20,180	60	10	60	10	1,200	0	1,210	Leeds and Yorkshire, and East York.	
—	—	1,700	500	1,200	100	1	0	—	—	—	1	—	Leeds-on-the-Eden.
—	—	5,070	5,000	700	100	2	2	2	44	—	49	—	Leeds and Garsden.
—	—	—	—	—	—	—	—	—	—	—	—	—	Leeds and Liss.
—	760	114,000	60,000	17,000	80	—	540	—	—	—	61	—	Liverpool Overhead.
—	400	77,000	30,000	1,000	—	Locomotive power and rolling stock supplied by the Great Central Company.						Liverpool, St. Helens, and South Lancashire.	
—	—	4,000	1,000	1,777	—	0	—	—	44	0	44	—	Liverpool, Southport, and Pres- ton Junction.
—	—	—	—	—	—	—	—	—	—	—	—	—	London and Liverpool. London and North-Western.
20,000	11,000	5,070,120	10,000,000	1,000,000	60	2,000	8,000	8,000	17,000	4,000	31,000	—	London and North-Western.
415,000	10,000	8,000,000	1,070,000	1,000,000	60	700	5,000	1,000	10,000	1,000	17,000	—	London and North-Western.
—	10	10,000	10,000	10,000	60	—	10	—	—	—	10	—	Waterloo and City.
100,000	10,000	1,000,000	1,000,000	1,000,000	60	400	1,000	700	1,000	700	10,000	—	London, Brighton, and South Coast.
1,000	1,000	100,000	100,000	100,000	60	10	100	10	1,000	10	1,000	—	London, Clapham, and Great Eastern.

1 The company works two sides of the railway the length and working expenditure of which are included in the return, it being impossible to give separate accounts of the two sides.
2 Included in electric-motive carriages and 10 train sets.
3 Hire of carriage and wagons.

NAME OF COMPANY.	Gauge of line at 31st December 1900	Length of line in miles open on 31st December 1900	WORKING EXPENDITURE											
			Maintenance of Way, Works, &c.	Locomotive Power (including Railway Lighting)	Repairs and Materials at Carriage and Wagon	Travelling Expenses (including Coaching and Sleeping)	General Charges	Salaries and Taxes	Government Passenger Duty	Compensation to Employees under the Workmen's Compensation Act, 1900	Compensation for Personal Injuries, &c.	Compensation for Damages and Interference with the Use of the Road	Other and Miscellaneous Expenses	
Lynon and Emsayle	4 ft. 6 in.	18	1,000	1,000	211	1,202	400	147	29	30	—	—	—	
Manchester Committee	4 ft. 6 in.	12	6,685	5,739	—	7,000	1,234	693	18	—	95	107	—	
Manchester and Oxford	4 ft. 6 in.	41	7,265	6,384	1,000	6,870	1,701	303	173	41	—	71	—	
Manchester Ship Canal and Railway	4 ft. 6 in.	35	3,335	2,385	1,049	30,120	30,736	11,648	—	1,264	143	110	—	
Sheffield South Junction and Alfreton	4 ft. 6 in.	9	14,811	16,061	10,000	17,148	23,640	4,783	1,428	—	—	—	—	
Sheffield and Gainsborough	4 ft. 6 in.	45	12,543	12,101	7,000	14,100	21,114	3,577	203	—	—	—	—	
Sheffield	4 ft. 6 in.	7	405	320	50	300	179	47	30	—	—	—	—	
Mersey	4 ft. 6 in.	4	5,107	10,713	3,049	10,437	4,014	3,017	65	100	4	30	—	
Midland Joint Railway	4 ft. 6 in.	8	2,600	2,121	—	3,026	501	611	4	—	—	—	—	
Midland	4 ft. 6 in.	72	65,301	150,386	33,000	100,211	30,324	24,000	4,508	370	416	140	400	
Midland (including the "Bedford and Aylesbury Extension," and both the "Birmingham and City.")	4 ft. 6 in.	30	27,328	62,367	12,879	60,304	22,607	24,328	2,660	—	300	—	100	
Midland and Metropolitan District City Lines and Extensions	4 ft. 6 in.	2	4,320	10,020	—	5,224	1,078	1,540	276	—	61	—	—	
Mid Kent (Working by St. Mary Church)	Worked by the South Eastern and Chatham Railway Company, Canterbury Division.													
Midland Railway Company	4 ft. 6 in.	1,437	513,601	1,209,000	612,754	1,200,261	264,055	221,440	15,227	12,100	4,800	10,000	5,250	
Midland (including the "Purvis and Midland" Joint Line, "Tottenham and Forest Gate," and both the "Avery and Nantwich," "Clifton Extension," the "Great Western and Midland" from Myners Wells to Midland Joint, "Luton and North London Committee," "Ogby and Ebbw," "Barnes and Wyke and Rivers Railway," and part of the "Birmingham and Totonham and Doncaster Junction.")	4 ft. 6 in.	301	84,000	15,315	6,838	67,308	8,563	5,707	904	100	61	1,010	—	
Midland and Great Northern Railway Joint Committee (including half the "Norfolk and Suffolk Joint Line.")	4 ft. 6 in.	65	2,430	11,330	5,460	14,318	4,956	794	130	—	—	716	—	
Midland and North Eastern Committee (including the "Reading")	4 ft. 6 in.	40	5,070	9,200	673	6,773	3,861	3,077	95	—	—	140	—	
Midland and North Western Junction	4 ft. 6 in.	40	5,070	9,200	673	6,773	3,861	3,077	95	—	—	140	—	
Midland and Great Northern Joint Committee (including half the "Norfolk and Suffolk Joint Line.")	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland Great North and Railway for the year ended 31st September 1900	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland and North Western Junction	4 ft. 6 in.	40	5,070	9,200	673	6,773	3,861	3,077	95	—	—	140	—	
Midland and North Eastern Joint Committee (including half the "Norfolk and Suffolk Joint Line.")	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland and North Western Junction	4 ft. 6 in.	40	5,070	9,200	673	6,773	3,861	3,077	95	—	—	140	—	
Midland and Great Northern Joint Committee (including half the "Norfolk and Suffolk Joint Line.")	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland Great North and Railway for the year ended 31st September 1900	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland and North Western Junction	4 ft. 6 in.	40	5,070	9,200	673	6,773	3,861	3,077	95	—	—	140	—	
Midland and North Eastern Joint Committee (including half the "Norfolk and Suffolk Joint Line.")	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland and North Western Junction	4 ft. 6 in.	40	5,070	9,200	673	6,773	3,861	3,077	95	—	—	140	—	
Midland and Great Northern Joint Committee (including half the "Norfolk and Suffolk Joint Line.")	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland Great North and Railway for the year ended 31st September 1900	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland and North Western Junction	4 ft. 6 in.	40	5,070	9,200	673	6,773	3,861	3,077	95	—	—	140	—	
Midland and North Eastern Joint Committee (including half the "Norfolk and Suffolk Joint Line.")	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland and North Western Junction	4 ft. 6 in.	40	5,070	9,200	673	6,773	3,861	3,077	95	—	—	140	—	
Midland and Great Northern Joint Committee (including half the "Norfolk and Suffolk Joint Line.")	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland Great North and Railway for the year ended 31st September 1900	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland and North Western Junction	4 ft. 6 in.	40	5,070	9,200	673	6,773	3,861	3,077	95	—	—	140	—	
Midland and North Eastern Joint Committee (including half the "Norfolk and Suffolk Joint Line.")	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland and North Western Junction	4 ft. 6 in.	40	5,070	9,200	673	6,773	3,861	3,077	95	—	—	140	—	
Midland and Great Northern Joint Committee (including half the "Norfolk and Suffolk Joint Line.")	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland Great North and Railway for the year ended 31st September 1900	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland and North Western Junction	4 ft. 6 in.	40	5,070	9,200	673	6,773	3,861	3,077	95	—	—	140	—	
Midland and North Eastern Joint Committee (including half the "Norfolk and Suffolk Joint Line.")	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland and North Western Junction	4 ft. 6 in.	40	5,070	9,200	673	6,773	3,861	3,077	95	—	—	140	—	
Midland and Great Northern Joint Committee (including half the "Norfolk and Suffolk Joint Line.")	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland Great North and Railway for the year ended 31st September 1900	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland and North Western Junction	4 ft. 6 in.	40	5,070	9,200	673	6,773	3,861	3,077	95	—	—	140	—	
Midland and North Eastern Joint Committee (including half the "Norfolk and Suffolk Joint Line.")	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland and North Western Junction	4 ft. 6 in.	40	5,070	9,200	673	6,773	3,861	3,077	95	—	—	140	—	
Midland and Great Northern Joint Committee (including half the "Norfolk and Suffolk Joint Line.")	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland Great North and Railway for the year ended 31st September 1900	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland and North Western Junction	4 ft. 6 in.	40	5,070	9,200	673	6,773	3,861	3,077	95	—	—	140	—	
Midland and North Eastern Joint Committee (including half the "Norfolk and Suffolk Joint Line.")	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland and North Western Junction	4 ft. 6 in.	40	5,070	9,200	673	6,773	3,861	3,077	95	—	—	140	—	
Midland and Great Northern Joint Committee (including half the "Norfolk and Suffolk Joint Line.")	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland Great North and Railway for the year ended 31st September 1900	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland and North Western Junction	4 ft. 6 in.	40	5,070	9,200	673	6,773	3,861	3,077	95	—	—	140	—	
Midland and North Eastern Joint Committee (including half the "Norfolk and Suffolk Joint Line.")	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland and North Western Junction	4 ft. 6 in.	40	5,070	9,200	673	6,773	3,861	3,077	95	—	—	140	—	
Midland and Great Northern Joint Committee (including half the "Norfolk and Suffolk Joint Line.")	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland Great North and Railway for the year ended 31st September 1900	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland and North Western Junction	4 ft. 6 in.	40	5,070	9,200	673	6,773	3,861	3,077	95	—	—	140	—	
Midland and North Eastern Joint Committee (including half the "Norfolk and Suffolk Joint Line.")	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland and North Western Junction	4 ft. 6 in.	40	5,070	9,200	673	6,773	3,861	3,077	95	—	—	140	—	
Midland and Great Northern Joint Committee (including half the "Norfolk and Suffolk Joint Line.")	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland Great North and Railway for the year ended 31st September 1900	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland and North Western Junction	4 ft. 6 in.	40	5,070	9,200	673	6,773	3,861	3,077	95	—	—	140	—	
Midland and North Eastern Joint Committee (including half the "Norfolk and Suffolk Joint Line.")	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland and North Western Junction	4 ft. 6 in.	40	5,070	9,200	673	6,773	3,861	3,077	95	—	—	140	—	
Midland and Great Northern Joint Committee (including half the "Norfolk and Suffolk Joint Line.")	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland Great North and Railway for the year ended 31st September 1900	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland and North Western Junction	4 ft. 6 in.	40	5,070	9,200	673	6,773	3,861	3,077	95	—	—	140	—	
Midland and North Eastern Joint Committee (including half the "Norfolk and Suffolk Joint Line.")	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland and North Western Junction	4 ft. 6 in.	40	5,070	9,200	673	6,773	3,861	3,077	95	—	—	140	—	
Midland and Great Northern Joint Committee (including half the "Norfolk and Suffolk Joint Line.")	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland Great North and Railway for the year ended 31st September 1900	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland and North Western Junction	4 ft. 6 in.	40	5,070	9,200	673	6,773	3,861	3,077	95	—	—	140	—	
Midland and North Eastern Joint Committee (including half the "Norfolk and Suffolk Joint Line.")	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland and North Western Junction	4 ft. 6 in.	40	5,070	9,200	673	6,773	3,861	3,077	95	—	—	140	—	
Midland and Great Northern Joint Committee (including half the "Norfolk and Suffolk Joint Line.")	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland Great North and Railway for the year ended 31st September 1900	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland and North Western Junction	4 ft. 6 in.	40	5,070	9,200	673	6,773	3,861	3,077	95	—	—	140	—	
Midland and North Eastern Joint Committee (including half the "Norfolk and Suffolk Joint Line.")	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland and North Western Junction	4 ft. 6 in.	40	5,070	9,200	673	6,773	3,861	3,077	95	—	—	140	—	
Midland and Great Northern Joint Committee (including half the "Norfolk and Suffolk Joint Line.")	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland Great North and Railway for the year ended 31st September 1900	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland and North Western Junction	4 ft. 6 in.	40	5,070	9,200	673	6,773	3,861	3,077	95	—	—	140	—	
Midland and North Eastern Joint Committee (including half the "Norfolk and Suffolk Joint Line.")	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland and North Western Junction	4 ft. 6 in.	40	5,070	9,200	673	6,773	3,861	3,077	95	—	—	140	—	
Midland and Great Northern Joint Committee (including half the "Norfolk and Suffolk Joint Line.")	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland Great North and Railway for the year ended 31st September 1900	4 ft. 6 in.	1	98	115	50	116	—	13	—	—	—	—	—	
Midland and North Western Junction	4 ft. 6 in.	40	5,070	9,200	673	6,773	3,861	3,077	95	—	—	140	—	
Midland and North Eastern Joint Committee (including half the "Norfolk and Suffolk Joint Line.")	4 ft. 6 in.	1	98	115	50	11								

Receipts, Cash, and Railway Expenditure.	Receipts, Working Expenses, and included in the gross.	Gross Receipts.	Gross Receipts, as given in the Returns to the Board.	Net Receipts.	Proportion of Receipts to Total Receipts.	ROLLING STOCK on 31st December 1905.						NAME OF COMPANY.	
						CONTAINERS, WAGGONS, TRUCKS, &c.							
						Locomotives.	Carrriages and for the use of the public.	Other rolling stock.	Wagons and Trucks.	Trucks.	Other rolling stock.		
£	£	£	£	£	Per Cent.	No.	No.	No.	No.	No.	No.		
—	—	5,802	4,737	843	87	4	13	—	13	—	8	London and North-Western	
—	118	29,070	21,790	7,301	75	—	—	—	—	—	—	Manchester and Liverpool	
—	49	15,059	10,403	4,656	96	8	24	2	114	9	120	Manchester and Milford	
256,561	52,600	696,620	623,000	73,620	—	20	—	—	843	—	800	Manchester Ship Canal and Railway	
—	25	67,148	110,000	42,852	64	—	120	—	5	17	130	Mersey and North Western Junction and Liverpool, Warrington, and Ormskirk	
—	104	60,000	107,700	47,700	10	50	41	35	1,000	9	1,000	Mersey and North Western Junction and Liverpool, Warrington, and Ormskirk	
—	—	1,750	1,407	343	100	5	5	—	—	—	5	Mersey and North Western Junction and Liverpool, Warrington, and Ormskirk	
—	13,800	52,000	75,212	23,212	81	10	57	—	5	8	104	Mersey and North Western Junction and Liverpool, Warrington, and Ormskirk	
—	200	7,770	14,600	6,830	—	—	—	—	—	—	—	Mersey and North Western Junction and Liverpool, Warrington, and Ormskirk	
—	601	450,070	400,174	49,896	40	80	422	20	440	—	470	Metropolitan	
—	31	338,878	447,332	108,454	80	64	203	—	10	9	445	Metropolitan District	
—	—	30,000	30,000	—	—	The traffic is carried in the trains of the Companies using the line.						Metropolitan and Metropolitan District City Lines and Extensions	
—	—	—	—	—	—	The traffic is carried in the trains of the Companies using the line.						Metropolitan and Metropolitan District City Lines and Extensions	
3,000	201	5,071,000	11,289,000	4,217,000	99	3,023	3,404	1,802	111,000	—	115,000	Midland Railway Company	
—	25,774	240,000	270,000	30,000	10	90	90	10	104	107	704	Midland and Great Northern Railway Joint Committee	
—	5,000	40,000	70,000	30,000	80	10	30	10	100	2	404	Midland and North-Western Joint Committee	
—	—	450	—	—	—	1	—	—	10	—	30	Midland and North-Western Joint Committee	
—	—	—	—	—	—	—	—	—	—	—	—	Midland and North-Western Joint Committee	
—	25,000	20,000	40,000	20,000	70	9	10	4	64	9	81	Midland and North-Western Joint Committee	
—	—	1,000	8,000	7,000	10	Locomotive power and rolling stock supplied by the London and North-Western Company.						Northampton and Doncaster Junction	
—	—	16,000	8,000	8,000	—	Locomotive power and rolling stock supplied by the companies working the traffic.						North and North-Western Junction North Cornwall	
50,000	11,000	6,000,000	1,000,000	5,000,000	80	3,111	3,004	807	10,000	—	10,000	North-Eastern	
—	—	—	—	—	—	—	—	—	—	—	—	North-Eastern	
5,714	6,000	11,000,000	6,000,000	5,000,000	80	100	604	100	200	200	1,004	North London	
31,470	22,000	6,000,000	1,000,000	5,000,000	80	100	604	100	200	200	1,004	North London	
—	40	1,000	1,000	—	—	1	1	—	—	—	—	North London	
—	90	10,000	10,000	—	—	Locomotive power and rolling stock provided by the Great Central, and Great Northern, and Great Eastern Railway Companies.						North London and Liverpool Companies	

* Held in the North-Eastern on 31st October 1905.

** Through this expenditure is not included the working of other companies' traffic.

† Held from the North-Eastern Railway Company.

‡ Includes the receipts and expenses.

NAME OF COMPANY.	Range of Lines at 31st December 1900.	Length of Lines in Miles open to traffic at 31st December 1900.	WORKING EXPENDITURE.											
			Maintenance of Way, Works, &c.	Locomotive Power (including Railway Property).	Repairs and Renewals of Carriages and Waggon.	Trains (including Fuel and Lubricating).	General Charges.	Salaries and Wages.	Government Passenger Duty.	Compensation to Employees under the Workmen's Compensation Act, 1900.	Compensation for Injuries to Passengers.	Compensation for Damage and Loss of Goods.	Legal and Professional Expenses.	
North Wales (Narrow Gauge)	1 13½	12	481	1,008	409	800	411	240	50	—	—	18	10	
Nottingham and Great Northern Railway and Canal	Leased to the Great Northern.													
Nottingham Suburban	Worked by the Great Northern.													
Ormsay, Ashdon-under-Lyme, and Guide Bridge Junction	4 5½	8	5,348	5,416	6,028	849	630	19	—	28	110	10		
Oxford and Aylesbury Tramroad	Worked by the Metropolitan.													
Pearth Extension	Leased to the Taff Vale.													
Pearth Harbour, Dock, and Railway	Leased to the Taff Vale.													
Plymouth and Dartmouth	4 4½	21½	80	—	—	—	80	3	—	—	—	—	—	
Plymouth, Devonport, and South-Devon Junction	Worked by the London and South-Western.													
Portsmouth, Gosport, and Redgiers	1 11½	5	180	25½	—	—	47	27	—	—	—	—	10	
Port Talbot Railway and Dock	4 ½	34	5,123	713,480	890	7,781	4,012	2,600	3	150	—	120	4	
Princes Risborough	Worked by the Great Western.													
Rearcross and Relish	3 0	7	800	459	27	176	55	6	86	—	—	—	—	
Redruth and Chacewater	4 0	10	180	872	179	304	379	10	—	—	—	—	—	
Reigate and Epsom Bay	4 5½	30	8,882	15,894	1,100	12,870	2,018	5,710	64	224	—	77	23	
Riverway (Inclusive part of the "Queer's Yard and Harbours" and "East Dargard" Joint Lines)	4 3½	48	27,001	60,081	7,900	89,168	8,080	11,070	141	50	6	112	100	
Rye and Rye Harbour	Worked by the Great Western.													
Salisbury Valley Light for the period from 10th March to 31st December 1900	4 5½	15	—	874	—	840	164	60	—	—	—	3	—	
Swansea and Kidderminster	4 5½	5	226	518	—	61	7	40	—	—	—	—	—	
St. Asaph and Pen-y-bont, Railway, Harbour, and Dock for the year ended 31st September 1900	2 4	4	308	101	18	400	189	74	—	—	—	—	—	
Salisbury Railway and Market Street	Worked by the London and South-Western.													
Seaboard Railway and Harbour	4 0	4	227	27	30	65	84	31	—	—	—	—	—	
Seaford, Brighton, and Port of Dover Junction	Worked by the South-Eastern.													
Seaford and Midland Junction	4 5½	30	10,800	50,004	10,000	50,000	6,100	8,000	200	—	100	1,000	10	
Sheffield District	Worked by the Lancashire, Derbyshire, and East Coast.													
Sheffield and Rotherham	Leased to the Great Western and London and North-Western.													
Sheffield Union Railway and Canal	Leased to the London and North-Western.													
Shrewsbury	Worked by the London and South-Western.													
South-East District	3 4	8	101	820	18	84	110	23	—	5	—	—	—	
South-East and North (Accounts for the year ended 31st October 1900, including the "Swindon," "The Great Western," "The London and South-Western," and "Midland" Companies)	4 5½	100	37,871	87,568	14,790	10,007	9,071	4,000	500	171	—	600	50	
South-Eastern	The line is now worked by the South-Eastern and Chatham Railway Company's Managing Committee on behalf of the Government.													
South-Eastern and Chatham Railway Company's Managing Committee (Inclusive of the "Bentley Heath" to 31st July 1901, "Chesham and Farnham" to 31st July 1901, "London and Greenwich" to 31st July 1901, "New York" to 31st July 1901, and part of the "Great Eastern" and "Great Western" Companies, 1st July 1901, and of the "Victorian Railways and Harbours")	4 5½	100	100,438	100,000	17,004	160,004	107,011	175,001	60,007	4,007	1,000	1,000	1,000	
Southport and Chorley Lines Extension	Worked by the Cheshire Lines Committee.													
South Wales Mineral, for the year ended 31st September 1900	4 5½	11	1,000	2,000	300	3,000	100	100	—	—	—	10	—	
South-West	3 0	5	700	800	95	1,100	400	300	10	—	—	—	—	
South Yorkshire Junction	Worked by the Midland, Yorkshire, and West Riding Junction Railway and Dock.													
Stafford and Birmingham	Worked by the Great Northern.													
Stoke-on-Trent	4 5½	5	400	800	—	100	30	100	—	—	—	—	10	

* Mineral Railway, for use of which a toll is paid.

† Use of horse power by which the line is worked.

‡ The line was opened for public traffic on 1st January 1900.

[illegible]

¹ Taken at Cambridge and Weymouth.

NAME OF COMPANY.	Gauge of Lines at 31st December 1900	Length of Lines in Miles open on 31st December 1900.	WORKING EXPENDITURE.												
			Maintenance of Way, Works, &c.	Locomotive Power (including stationary engines).	Trains and Journeys of Carriages and Wagons.	Traffic Expenses (including telegraphical).	General Charges.	Taxes and Taxes.	Government Passenger Duty.	Compensation to Employees under the Workmen's Compensation Act, 1900.	Compensation for Personal Injuries, &c.	Compensation for Damage and Loss of Goods.	Repairs and Improvements to Buildings.		
Stafford-Lichfield, Worcester, and Midland Junction	Worked by the Great Western and Stafford-Lichfield, Worcester, and Midland Junction Companies.														
Stoke and Willingham	Worked by the Great Eastern.														
Taff Vale (including the "Abertawe," "Dunith Extension," and "Fennythorpe, Dock, and Llanelli.")	4 ft 6 in	124	62,553	100,435	15,507	100,448	22,841	41,303	729	2,464	1,087	936	428		
Taff Vale, for the year ended 30th September 1900	5 ft 6 in	7	413	611	100	582	185	34	1	—	—	1	—		
Tays Valley	Worked by the Great Western.														
Tenbury	Worked by the Great Western and London and North Western.														
Tottenham and Forest Gate	Worked by the Midland.														
Tottenham and Hampstead Junction	Worked by the Great Eastern and Midland.														
Tyne of Glasgow	Worked by the Barry.														
Tyne	Worked by the Canadian.														
Wales Coast and Ffestiniog	Long used by the Great Western, London and North Western, and London, Brighton, and South Coast Railway Companies, and the South-Eastern and Chatham Railway Companies Managing Committee.														
Waverley and City	Worked by the London and North Western.														
West Coast Railway	See under Great Western.														
West Lancashire	Undertaking transferred to the Lancashire and Yorkshire Company.														
West London	Lent to the West London Extension.														
West London Extension	Lines worked by the Great Western, London and North Western, London and South Western, and London, Brighton, and South Coast.														
Wigan, Cleveley, and Farnham Light Railways	Relines incomplete.														
West Riding and Grimsby	Included in the returns of the Great Central and Great Northern.														
West Somerset	Lent to the Great Western.														
West Somerset Mineral	4 ft 6 in	15	854	—	—	—	861	41	—	—	—	—	—		
Weymouth and Portland	Worked by the Great Western and London and North Western.														
Wigan Junction	Worked by the Great Central.														
Windsor	4 ft 6 in	31	4,804	20,801	5,548	6,658	1,290	1,200	543	94	351	—	49		
Worcester and South Western Joint Committee	Included in the returns of the London, Brighton, and South Coast, and the South-Eastern and Chatham Railway Companies Managing Committee.														
Worcester and Birmingham	Worked by the Canadian.														
Worcester, Midland, and Cornwall's Quay (including the "Buckley" &c.)	4 ft 6 in	38	30,888	11,774	3,515	11,384	4,545	1,000	25	96	—	143	135		
Wye Valley	Worked by the Great Western.														
TOTAL ENGLAND AND WALES	—	724,137	5,475,555	18,664,751	4,675,590	14,875,115	5,007,481	3,361,612	305,819	156,168	144,398	425,674	105,887		

* Returns of working expenditure, &c., for the years 1897, 1898, and 1899 relating to the Wrexham, Mold, and Chester & North Wales New Lines, supplied as follows:—

Wrexham, Mold, and Chester & North Wales New Lines.	Year 1897	Year 1898	Year 1899	1897	1898	1899	1897	1898	1899	1897	1898	1899	1897	1898	1899
	1897	1898	1899	1897	1898	1899	1897	1898	1899	1897	1898	1899	1897	1898	1899
	1897	1898	1899	1897	1898	1899	1897	1898	1899	1897	1898	1899	1897	1898	1899

† THE FOLLOWING STATEMENT SHOWS THE LENGTH OF LINES AT EACH GAUGE OPEN IN ENGLAND AND WALES IN THE YEAR 1900:—

Gauge	4 ft 6 in	4 ft 6 in	4 ft 6 in	4 ft 6 in	4 ft 6 in	4 ft 6 in	4 ft 6 in	4 ft 6 in	4 ft 6 in	4 ft 6 in	4 ft 6 in	4 ft 6 in	4 ft 6 in	4 ft 6 in	4 ft 6 in
Length	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15

† Exclusive of the Brighton and Kensington Southern Electric Tramway, 2 miles in length, with a gauge of 15 feet.

						ROLLING STOCK on 31st December 1909						NAME OF COMPANY.	
Steamship, Canal, and Harbour Receipts.	Manufacturing Working Receipts (not included in the four above).	TOTAL RECEIPTS as given in the CHARTER RETURNS, No. 2.	NET RECEIPTS.	Percentage of Receipts to Total Receipts.	Locomotives.	LOCOMOTIVES, WAGGONS, TRUCKS, &c.							
						Carrriages and Wagons for the conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the conveyance of Live Stock, Minerals, or General Goods.	Other Vehicles or Waggonettes used in the Railway for work other than passenger traffic.	Total Number of Vehicles of all descriptions, exclusive of Locomotives.			
											No.		No.
£	£	£	£	£	No.	No.	No.	No.	No.	No.			
12,064	21,071	33,135	471,438	504,573	80	156	190	65	2,321	438	3,071	Great Northern, Great Eastern, and Midland Junction	
—	114	1,754	1,868	114	114	2	4	1	114	—	118	Patric and Widdowley	
												Tot Yald.	
												Tatpale.	
												Trogs Valley.	
												Twinery.	
												Tottenham and Forest Gate.	
												Tottenham and Brompton Junction.	
												Valley of Gloucester.	
												Pen.	
												Victoria Station and Finsley.	
												Widley and Ship.	
												West Cornwall Railway.	
												West Lancashire.	
												West London.	
												West London Extension.	
												Widley, Claverley, and Portsmouth Light Railways.	
												West Riding and Grimsby.	
												West Somerset.	
—	—	794	5,371	6,165	—	—	—	—	—	—	—	West Somerset Mineral.	
												Wymondley and Portland.	
												Wigan Junction.	
—	49	21,806	40,389	40,438	64	18	56	8	50	18	101	Windsor.	
												Windsor and South Craydon Joint Committee.	
												Wokingham and Alton.	
771	802	47,054	45,422	24,376	47	18	20	5	127	5	137	Wokingham, Woking, and Gosport's Quay.	
												Wye Valley.	
1,000,707	601,608	1,602,315	90,305,501	91,907,816	45	8,38,040	40,131	16,324	216,354	15,202	208,651	TOTAL ENGLAND AND WALES.	
421	1,180	21,005	16,835	37,835	59	14	28	8	117	5	174	TWO 1897 = 1898 = 1899	
474	1,390	21,007	16,779	37,779	59	14	28	8	117	5	174		Wokingham, Woking, and Gosport's Quay
421	705	20,323	16,807	37,130	58	14	28	8	117	5	174		

† Includes of 25,000, received by the North London Railway Company for working other lines. (See note page 75.)

‡ Includes 49 electric locomotives.

§ Includes 16,894, shipping expenses.

and Rolling Stock, SCOTLAND, in 1900.

WHEN OTHERWISE STATED, ENDED ON THE 31ST JANUARY 1901.

			ROLLING STOCK on 31st January 1901.				CARRIAGES, WAGGONS, TRUCKS, &c.						NAME OF COMPANY.
Stations, Quays, and Harbour Expenditure.	Miscellaneous Working Expendi- ture not included in the term grants.	TOTAL WORKING EXPENDITURE	Grants, Payments, as given in the Returns Returns, No. 1.	NET INCOME.	Excess or Deficiency of Expenditure to Total Receipts.	Locomotives.	Carriages used for the Own Traffic of Passenger only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Carriage of Live Stock, Manure, or General Freight.	Other Carriages or Waggon used on the Railway, not included in the preceding categories.	Total Number of Vehicles of all kinds, exclusive of Locomotives.		
£	£	£	£	£		No.	No.	No.	No.	No.	No.		
46,457	61,142	2,749,506	4,694,751	1,645,245	35	502	1,795	449	45,717	735	52,448	Aberdeen and Perth, Ayr and Glasgow, Dundee and Arrol District.	
												Caledonian.	
												Glasgow and Oban, Glasgow District.	
												Dundee and Perth, Edinburgh and Berwick.	
												Fife, Perth and Clyde Junction, Perth Bridge.	
64,414	8,322	1,650,298	1,730,678	680,600	45	343	614	343	14,982	345	15,327	Glasgow and North-Western.	
—	—	37,362	78,488	41,126	50	—	54	—	—	—	54	Glasgow District Railway.	
—	5,369	102,665	108,034	65,665	54	113	415	506	8,403	75	9,104	Great North of Scotland.	
—	5,560	258,520	665,568	407,008	65	146	988	135	8,795	59	9,225	Highland.	
												Edin., Edinburgh and Green, Edinburgh and Glasgow.	
												Glasgow and Aberdeen, Glasgow and Dundee & Arrol.	
16,804	17,079	1,025,015	4,287,732	1,068,684	54	601	1,864	198	47,078	125	48,293	North British.	
—	3,773	45,313	66,447	62,674	70	12	1	1	36	—	48	Perth and North British Joint Committee.	
												Edinburgh Junction, West Highland.	
20,290	10,764	1,364,255	11,603,046	6,048,791	97	1,744	2,432	5,115	140,138	1,482	147,375	TOTAL NORTH-BRITISH	

* Anticipated with the North British from 1st April 1901.

† The rolling stock for the Perth and North British Joint Committee is provided by the "Caledonian" and "Glasgow and North Western" Companies.

No. 3.—Working Expenditure, Net Receipts

YEARS ENDED 31ST DECEMBER

[illegible]

* Tested in Great Southern and Western from 1st November 2003.

† Accompanied with the Great Southern and Western from 1st July 1900.

and Rolling Stock, IRELAND, in 1900.

EXCEPT WHERE OTHERWISE STATED.

[illegible]

* The Inland and Delphinium line is constructed with a single slanted rail.

NAME OF COMPANY	Change of Line at 31st December 1900.	Length of Line in Miles open on 31st December 1900.	WORKING EXPENDITURE.											
			Maintenance of Way, Works, &c.	Locomotive Power (including fuel and oil)	Repairs and Renewals of Carriages and Waggon.	Staffs (including Messengers)	General Charges.	Rates and Taxes.	Government Passenger Duty.	Compensation to Roadways under the Workmen's Compensation Act, 1900.	Compensation for Personal Injuries, &c.	Compensation for Damage and Loss of Goods.	Legal and Professional Expenses.	
Midland Great Western of Ireland (including the "Aldham Extension," "Folke and Epsom," "Barnham and Clonsilla," "Galway and Clifton," "Loughrea and Allamore," and "Westport and Mullinbeg.")	5 2	251	74,500	220,947	12,012	60,280	25,422	12,007	-	-	814	402	1,100	
Athlone and Fosseville Junction	-	-	Worked by the Waterford, Limerick, and Western.											
Sligo, Leitrim, and Northern Counties	5 2	41	5,000	5,244	1,701	5,401	908	304	-	-	-	11	14	
Southern	-	-	Worked by the Waterford, Limerick, and Western.											
Tralee and Fermil	-	-	Worked by the Waterford, Limerick, and Western.											
Waterford and Tralee	5 2	7	100	1,207	340	948	305	112	-	-	-	-	-	
Waterford and Wexford Line	-	-	Worked by the Great Southern and Western.											
Waterford, Dungarven and Limerick, and Pwetty and Bandon Lines	-	-	Worked by the Great Southern and Western.											
Waterford, Limerick, and Western* (including the "Athlone and Thane Extension to Clonsilla," "Colony and Clonsilla," "Limerick and Fermil," "Barnham and Clonsilla Junction," "Barnham," and "Tralee and Fermil.")	5 2	342	17,000	50,000	12,012	41,507	12,340	6,300	-	-	10	1,300	4,300	
TOTAL	-	-	2,004	420,011	202,207	200,207	500,720	120,722	120,000	-	5,678	17,700	6,410	

* This company is in course of being wound up consequent on the amalgamation of the undertaking with that of the Great Southern and Western. The returns for 1900 are not yet available, and the figures given are those relating to the year 1900.

LIGHT RAILWAYS AUTHORISED UNDER

Athlone and Thane Extension to Clonsilla	-	-	Worked by the Waterford, Limerick, and Western.	-	-	-	-	-	-	-	-	-	-	
Ards and Newcastle Junction	-	-	See Pwetty and Bandon Extension, &c.	-	-	-	-	-	-	-	-	-	-	
Ards and Clonsilla	-	-	Worked by the Midland Great Western of Ireland.	-	-	-	-	-	-	-	-	-	-	
Barnham and Fermil	5 0	2	100	100	10	100	170	10	-	-	-	10	-	
Clonsilla and Fermil	5 0	1	10	10	-	10	10	10	-	-	-	-	-	
Great Southern and Western, for the year ended 31st October 1900.	5 0	40	2,100	5,700	500	5,000	1,000	100	-	-	-	10	0	
Highway Railway, for the year ended 30th September 1900.	5 0	17	1,000	1,700	100	1,000	100	10	-	-	10	10	0	
Leitrim and Sligo	5 0	10	1,000	1,000	100	1,000	100	10	-	-	-	-	-	
Longferry Extension	5 0	0	100	100	10	10	10	10	-	-	-	-	-	
Loughrea and Allamore	-	-	Worked by the Midland Great Western of Ireland.	-	-	-	-	-	-	-	-	-	-	
Salisbury and Marlborough Railway and Light Railway (including "Barnham Extension")	5 0	24	700	1,700	100	1,700	100	10	-	-	-	10	0	
South Coast, Limited, for the year ended 31st October 1900.	5 0	56	1,700	5,000	500	5,000	1,000	100	-	-	-	10	0	
Tralee and Fermil, and Clonsilla and Fermil	5 0	9	400	1,000	100	1,000	100	10	-	-	-	-	-	
Tralee and Fermil	5 0	17	1,000	1,700	100	1,700	100	10	-	-	10	10	0	
West Coast, Limited, for the year ended 31st October 1900.	5 0	17	1,000	1,700	100	1,700	1,000	100	-	-	-	-	-	
TOTAL	-	-	300	10,000	1,000	10,000	1,000	100	-	-	10	10	0	
GRAND TOTAL, IRELAND	-	-	2,100	60,000	200,000	200,000	500,000	120,000	-	-	5,700	17,700	6,400	15,100

* Includes also for hire of rolling stock.

† THE FOLLOWING TABLES SHOW THE LENGTH OF LINE AT EACH GATEWAY OPEN IN IRELAND IN THE YEAR 1900—

Stations	Length	Length	Length
	Length	Length	Length
	Length	Length	Length

† Estimates of the Midland and Great Western Railway/also other in length/constructed with a single electric rail.

Stations, Quays, and Harbours Served.	Miles between Working Stations, less (not included in the same group).	TOTAL WORKING TERRITORIES.	TOTAL INCOME, as given in the TRADING ACCOUNT, No. 1.	NET EARNINGS.	Passenger's Proportion of Expenditure to Total Receipts.	ROLLING STOCK on 31st December 1900.						NAME OF COMPANY.
						CARRIAGES, WAGGONS, TRUCKS, &c.						
						Locomotives.	Carrriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used on the conveyance of Passengers, Merchandise, or Special Traffic.	Other Carriages or Waggon used at the Station, and not included in the preceding columns.	Total number of Vehicles of all descriptions, exclusive of Locomotives.	
£	£	£	£	£	Per Cent.	No.	No.	No.	No.	No.	No.	
1,076	-	203,005	548,051	101,509	10	127	138	890	1,680	136	3,567	Midland Great Western of Ireland.
-	1,064	34,740	54,517	7,860	64	10	16	11	101	-	90	Edinburgh and Newcastle Junction.
-	-	-	-	-	54	10	16	11	101	-	90	Edg., Leamington, and Southern Counties.
-	-	-	-	-	-	-	-	-	-	-	-	Southern.
-	-	-	-	-	-	-	-	-	-	-	-	Trunk and Penit.
-	-	8,551	9,828	8,278	46	4	27	1	8	2	28	Waterford and Tralee.
and Liverpool Docks and the Undertakings												
-	1,453	101,556	101,712	100,829	50	80	212	91	1,376	21	1,558	Waterford and Wexford Lines.
-	-	-	-	-	-	-	-	-	-	-	-	Waterford, Drogheda, and Sligo, and Ferry and Limerick Lines.
-	-	-	-	-	-	-	-	-	-	-	-	Waterford, Wexford, and Wintona.
50,301	17,773	5,235,420	7,945,128	1,395,858	86	768	1,256	1,664	17,607	759	18,337	TOTAL.

THE TRAMWAYS (IRELAND) ACTS, 1860 to 1883

													Agency and Term Extension to Chambers's Advertisement and Publishing Jour- nal Baltimore and Chambers's.
-	-	304	1,044	2,481	407	77	12	1	2	30	1	20	London and Navy Travellers.
-	-	-	126	57	95	-	-	-	-	-	-	-	Cardingtons Electric Junction.
-	-	30	8,054	13,070	1,521	14	8	22	10	108	8	126	Queen and Electric, Limited.
-	-	-	8,703	9,021	10	10	6	33	6	64	-	135	Chaplin Valley Railway.
-	-	320*	3,244	3,028	394	90	6	30	6	33	-	79	Cork and Malabar.
-	-	-	1,608	1,719	109	102	1	2	1	10	-	15	Donoughmore Extension.
-	-	-	8,328	3,560	478	137	4	0	6	74	21	41	London and Aldershot Tramway and Light Railway.
-	-	-	7,071	6,039	1,220	119	6	6	-	21	-	37	South Coast, Limited.
-	-	54	4,333	1,190	Deficiency 1,140	318	2	4	-	30	-	34	Tramways and Electric Light System and Aldershot and Dover Tramway Junction.
-	-	54	13,204	7,265	5,038	372	6	13	-	42	-	54	Tramway and Electric Light System and Dover.
-	-	-	13,368	13,244	Deficiency 12	106	6	15	7	64	33	64	West Coast, Limited.
-	-	1,170	87,045	61,713	4,372	125	45	60	43	403	40	622	TOTAL.
12,112	34,501	2,274,446	3,538,947	3,538,947	00	642	1,849	1,118	34,558	817	22,960		GRAND TOTAL, IRELAND.

† ElastiK Technology, Inc.

RAILWAY RETURNS.—1900.

APPENDIX A.—SEASON AND PERIODICAL TICKETS.

RECEIPTS OF RAILWAY COMPANIES IN ENGLAND AND WALES, SCOTLAND, AND IRELAND—
from FIRST, SECOND, and THIRD CLASS (including Workmen's Weekly Tickets)
SEASON AND PERIODICAL TICKETS issued in 1900.

NOTE.—The Board of Trade are indebted to the Railway Companies for having
voluntarily supplied the information given in the following Table.

APPENDIX A.—RECEIPTS from SEASON and PERIODICAL TICKETS in 1900.—ENGLAND AND WALES.

Note.—The Returns for worked or leased lines are included in those of the working Companies.

NAME OF COMPANY.	RECEIPTS from SEASON and PERIODICAL TICKETS, including WORKMEN'S WEEKLY TICKETS.			
	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.
Barry (including leased and worked lines, for names of which see p. 46.)	£ 221	£ 537	£ 1,437	£ 2,195
Bishop's Castle	—	—	—	—
Blackpool and Fleetwood Tramroad	—	—	968	968
Brecon and Merthyr Tydfil Junction	47	145	37	229
Brighton and Rottingdean Seashore Electric (Tramroad)	—	—	—	—
Cambrian (including leased and worked lines, for names of which see p. 46.)	553	266	1,562	2,381
Central London	—	—	—	—
Chesdale, Limited	2	6	9	18
Cheshire Lines Committee (including leased and worked lines, for names of which see p. 46.)	21,720	—	30,202	51,922
City and South London	—	—	3,550*	3,550
Cleator and Workington Junction	40	—	113	153
Cookermouth, Kewick, and Penrith	197	170	622	989
Colne Valley and Halstead	67	—	31	98
Cornwall	—	—	208	208
Devon and Dorset (Joint Committee)	20	55	—	75
Easingwold	3	—	24	26
East and West Junction and Stratford-upon-Avon, Trow- ster, and Midland Junction Joint Committee.	13	—	17	30
East London (Joint Committee)	326	1,237	93	1,656
Festiniog	15	10	1,708	1,733
Furness	1,793	63	4,192	6,048
Garstang and Knot End	—	—	21	21
Glyn Valley Tramway	—	—	6	6
Great Central (including leased and worked lines, for names of which see p. 46.)	14,167	—	33,076	47,243
Great Eastern (including leased and worked lines, for names of which see p. 46.)	101,092	181,610	44,561	327,263
Great Northern (including leased and worked lines, for names of which see p. 46.)	54,486	99,514	44,431	198,431
Great Western (including leased and worked lines, for names of which see p. 46.)	66,211	84,377	11,897	162,485
Hull, Barnsley, and West Riding Junction Railway and Dock (including leased and worked lines, for names of which see p. 46.)	334	—	445	779
Isle of Wight	102	520	163	785
Isle of Wight Central (including leased and worked lines, for names of which see p. 46.)	287	814	194	1,295
Lancashire and Yorkshire (including leased and worked lines, for names of which see p. 46.)	108,739	37,535	135,053	281,327
Lancashire, Derbyshire, and East Coast	40	—	117	157
Lea-on-the-Solent	—	—	1	1
Liskeard and Cornwall	—	—	—	—
Liverpool Overhead	—	—	—	—
Liverpool, St. Helena, and South Lancashire	5	—	31	36

* On the City and South London Railway only tickets of one class are issued.

APPENDIX A.—RECEIPTS FROM SEASON AND PERSONAL TICKETS IN 1900.—ENGLAND AND WALES—continued.

NAME OF COMPANY.	RECEIPTS FROM SEASON AND PERSONAL TICKETS, including WORKMEN'S WEEKLY TICKETS.			
	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.
London and North-Western - - - - - (Including leased and worked lines, for names of which see p. 52.)	£ 144,450	£ 61,259	£ 155,141	£ 360,850
London and South-Western - - - - - (Including leased and worked lines, for names of which see p. 54.)	113,723	100,204	9,360	223,317
London, Brighton, and South Coast - - - - - (Including leased and worked lines, for names of which see p. 55.)	128,798	151,060	2,950	282,808
London, Tilbury, and Southend - - - - -	9,410	—	27,418	37,028
Lynton and Barnstaple - - - - -	—	—	6	6
Macclesfield Committee - - - - -	125	—	268	393
Manchester and Milford - - - - -	—	72	6	78
Manchester, South Junction, and Altrincham - - - - -	11,490	5,210	21,303	38,003
Marsport and Carlisle - - - - -	559	358	1,505	2,415
Mawddwy - - - - -	10	4	—	14
Mersey - - - - -	4,251	2,509	666	7,426
Messing Joint - - - - -	35	—	147	182
Metropolitan - - - - - (Including leased and worked lines, for names of which see p. 54.)	29,343	44,327	4,641	78,311
Metropolitan District - - - - - (Including leased and worked lines, for names of which see p. 54.)	16,830	23,014	683	40,527
Metropolitan and Metropolitan District City Lines and Extensions - - - - -	16	86	—	102
Midland - - - - - (Including leased and worked lines, for names of which see p. 54.)	85,729	—	140,178	225,907
Midland and Great Northern Railway Joint Committee - - - - -	633	—	1,480	2,113
Midland and South-Western Junction - - - - -	28	97	191	316
North and Brecon - - - - -	40	7	987	1,034
Northampton and Banbury Junction - - - - -	—	—	27	27
North and South Western Junction - - - - -	—	15	—	15
North-Eastern - - - - - (Including leased and worked lines, for names of which see p. 55.)	60,365	16	126,490	187,461
North London - - - - -	21,709	37,726	609	60,044
North Staffordshire - - - - -	4,450	6,478	10,579	21,507
North Sunderland - - - - -	8	1	2	11
North Wales (narrow gauge) - - - - -	10	—	402	412
North Wales and Liverpool Committee - - - - -	175	—	394	569
Oldham, Ashton-under-Lyne, and Guide Bridge Junction - - - - -	241	79	1,456	1,776
Port Talbot Railway and Docks - - - - -	—	—	1,118	1,118
Ravenshoe and Ebbw Vale - - - - -	—	—	10	10
Rhondda and Swansea Bay - - - - -	46	61	2,582	2,689
Rhymney - - - - -	351	544	1,894	2,790
Rother Valley (Light) - - - - -	—	—	6	6
Sheffield and Midland Committee - - - - -	1,794	—	5,134	6,928
Somerset and Dorset - - - - - (Including leased and worked lines, for names of which see p. 55.)	488	—	918	1,406
South-Eastern and Chatham Railway Companies Managing Committee - - - - - (Including leased and worked lines, for names of which see p. 55.)	138,225	151,453	34,369	324,047
Southwold - - - - -	—	—	7	7

APPENDIX A.—RECEIPTS FROM SEASON AND PERIODICAL TICKETS IN 1900.—ENGLAND AND WALES—continued.

NAME OF COMPANY.	RECEIPTS FROM SEASON AND PERIODICAL TICKETS, including WORKMEN'S WEEKLY TICKETS.			
	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.
Taff Vale - - - - - (including leased and worked lines, for names of which see p. 58.)	£ 2,453	£ 3,378	£ 9,396	£ 15,036
Talylyn - - - - -	—	—	—	—
Weston, Clevedon and Portishead - - - - -	No return.			
Wirral - - - - -	4,503	—	3,371	7,874
Wrexham, Mold, and Connah's Quay - - - - - (including leased and worked lines, for names of which see p. 58.)	No return.			
TOTAL ENGLAND AND WALES for Companies making Returns - - - - -	1,148,919	998,271	880,106	3,027,296
Add.—Receipts for Periodical Tickets of all Classes for Companies not making Returns - - - - -	—	—	—	379
TOTAL ENGLAND AND WALES - - - - - £.	—	—	—	3,027,675

Note.—The following Companies have given the number of equivalent annual tickets of each class, as well as the receipts therefrom.

NAME OF COMPANY.	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.
	No.	No.	No.	No.
Barry - - - - -	45	141	433	669
Great Eastern - - - - -	7,619	27,500	7,546	42,719
Isle of Wight - - - - -	10	103	31	153
Manchester, South Junction, and Altrincham - - - - -	1,576	926	4,042	7,144
Midland and Great Northern Railways Joint Committee - - - - -	86	—	320	416
North Staffordshire - - - - -	462	1,113	3,170	4,745
Rhymney - - - - -	45	84	403	532
Somerset and Dorset - - - - -	31	—	244	295

**APPENDIX A.—RECEIPTS from SEASON and PERIODICAL TICKETS
in 1900.—SCOTLAND.**

NAME OF COMPANY.	RECEIPTS from SEASON and PERIODICAL TICKETS, including WORKMEN'S WEEKLY TICKETS.			
	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.
	£	£	£	£
Caledonian (including leased and worked lines, for names of which see p. 60)	60,573	—	99,100	159,673
Glasgow and South-Western (including leased and worked lines, for names of which see p. 60)	23,292	—	29,618	51,907
Glasgow District Railway	—	—	—	—
Great North of Scotland	6,786	—	10,937	17,723
Highland	3,307	—	3,900	6,007
North British (including leased and worked lines, for names of which see p. 60)	69,563	—	49,286	119,149
Portpatrick and Wigtownshire Joint Committee	167	—	301	468
TOTAL SCOTLAND	151,588	—	193,044	354,932

Note.—The following Companies have given the number of equivalent annual tickets of each class, as well as the receipts therefrom.

NAME OF COMPANY.	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.
	No.	No.	No.	No.
Caledonian	10,729	—	38,490	49,219
Glasgow and South-Western	1,772	—	4,226	6,000

APPENDIX A.—RECEIPTS from SEASON and PERIODICAL TICKETS in 1900.—IRELAND.

NAME OF COMPANY.	RECEIPTS from SEASON and PERIODICAL TICKETS, including WORKMEN'S WEEKLY TICKETS.			
	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.
	£	£	£	£
Ballycastle - - - - -	7	4	26	37
Belfast and County Down - - - - -	5,030	9,809	—	14,839
Belfast and Northern Counties (including leased and worked lines, for names of which see p. 61.)	2,138	2,365	3,945	8,438
Cork and Macroom Direct - - - - -	11	82	117	210
Cork, Bandon, and South Coast (including leased and worked lines, for names of which see p. 61.)	11	247	275	534
Cork, Blackbrook, and Passage - - - - -	958	—	383	1,341
Donegal - - - - -	3	17	13	33
Dublin, Wicklow, and Wexford (including leased and worked lines, for names of which see p. 61.)	7,324	10,045	30	17,399
Dundalk, Newry, and Greenore - - - - -	—	5	30	35
Great Northern of Ireland - - - - -	3,481	8,440	1,833	13,754
Great Southern and Western of Ireland (including leased and worked lines, for names of which see p. 61.)	1,693	2,817	1,996	6,506
Listowel and Ballybunion - - - - -	10	—	19	29
Londonderry and Lough Swilly (including leased and worked lines, for names of which see p. 61.)	59	88	155	313
Midland Great Western of Ireland (including leased and worked lines, for names of which see p. 61.)	527	1,367	264	2,158
Sligo, Leitrim, and Northern Counties - - - - -	30	60	40	130
Waterford and Tramore - - - - -	534	—	59	593
Waterford, Limerick, and Western* (including leased and worked lines, for names of which see p. 61.)	123	1,271	402	1,796
TOTAL - - - - - £	21,639	36,607	9,604	68,100
LIGHT RAILWAYS.				
Bearbrook and Newry Tramway - - - - -	—	33	—	33
Carrig and Leitrim, Limited - - - - -	3	—	28	31
Clogher Valley Railway - - - - -	—	—	9	9
Cork and Muskerry Light, Limited - - - - -	38	—	195	233
Donoughmore Extension - - - - -	—	—	24	24
Schull and Skibbereen Tramway and Light Railway - - -	No Season Tickets issued.			
South Clare - - - - -	14	—	37	51
Timoleague and Courtmacsherry Extension, and Ballinacorney and Timoleague Junction - - - - -	No Season Tickets issued.			
Trillick and Dingle - - - - -	10	—	30	40
West Clare - - - - -	16	—	21	36
TOTAL IRELAND - - - - - £	21,969	36,640	9,948	68,557

* The company is in course of being wound up consequent on the amalgamation of the undertaking with that of the Great Southern and Western. The returns for 1900 are not as yet available, and the figures given are those relating to the year 1899.

AMALGAMATIONS, ABANDONMENTS, &c., IN THE YEAR 1900.

AMALGAMATIONS IN THE YEAR 1900.

(Under Acts of Parliament passed in that Year.)

Bexley Heath - - - -	Vested in the South Eastern under Act 83 & 84 Vict. c. 83.
Birmingham and Henley-in-Arden -	Amalgamated with the Great Western under Act 83 & 84 Vict. c. 160.
Birmingham, North Warwickshire, and Stratford-upon-Avon,	Powers transferred to the Great Western under Act 63 and 64 Vict. c. 160.
Cawood, Wistow, and Selby Light -	Vested in the North Eastern under Act 63 & 64 Vict. c. 163.
Cranbrook and Paddock Wood (Light)	" South Eastern under Act 63 & 64 Vict. c. 83.
Ealing and South Harrow - - -	" Metropolitan District under Act 63 & 64 Vict. c. 273.
Londonderry (Belfast to Sunderland) -	Sold to the North Eastern under Act 63 & 64 Vict. c. 163.
Merrybent and Darlington - - -	Vested in the North Eastern under Act 63 and 64 Vict. c. 163.
Staines and West Drayton - - -	Amalgamated with the Great Western under Act 63 & 64 Vict. c. 160.
Aberlady, Gullane, and North Berwick	} Amalgamated with the North British under Act 63 & 64 Vict. c. 209.
Eyemouth - - - - -	
Newport - - - - -	
Mitchelstown and Fermoy - - -	Vested in the Great Southern and Western under 63 & 64 Vict. c. 114.
Waterford and Central Ireland -	Amalgamated with the Great Southern and Western under Act 63 & 64 Vict. c. 248.

AUTHORISED LINES OF RAILWAY WHICH WERE ABANDONED IN THE YEAR 1900.

(Under Acts of Parliament passed in that Year.)

Latimer Road and Aston (under Act 63 & 64 Vict. c. 95).
London, Walthamstow, and Epping Forest (under Act 63 & 64 Vict. c. 252).
St. David's (under Act 63 & 64 Vict. c. 252).
Meirirkirk, Manabklee, and Dehnellington (under Act 63 & 64 Vict. c. 253).

The following lines have now been omitted from the Return, the powers to construct them having lapsed:—

Retford, Rotherham, and Barnsley (powers lapsed on 27th July 1898).
Dundee Suburban (powers lapsed on 26th July 1898).

NAME CHANGED.

Southport District Tramroad:—Name changed to Southport and Lytham Tramroad.